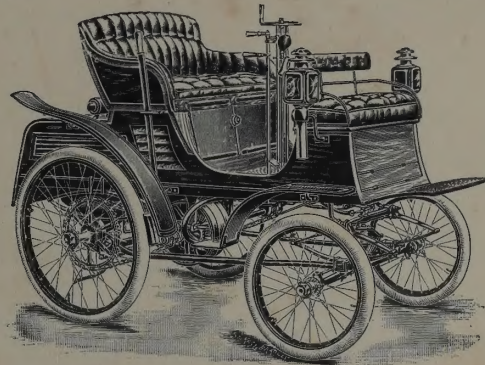


The Star of the 1,000 Miles Trial.

Star Motor Car



First in Hill-climbing Contest up Taddington and Birkhill in our class,
with only two speeds.

Our Cars will climb any ordinary hill.

Entirely manufactured on our Works, excepting chains and tyres.

Easy riding, no objectionable noise or smell.

Price from 160 guineas.

TESTIMONIALS ON APPLICATION.

WRITE FOR TERMS TO OR CALL AT THE WORKS.

Star Motor Company, Stewart Street, Wolverhampton.

1000 Miles Trial
1900

INTRODUCTION.

The Purpose of the 1,000-Mile Trial.

The 1,000-Mile Trial of Motor Vehicles is organized by the Automobile Club of Great Britain and Ireland, with the object of advancing the Automobile movement in the United Kingdom.

This important branch of the Engineering industry has already attained very considerable proportions on the Continent, where many thousands of men are engaged, at high wages, in the manufacture of Motor Vehicles, the demand for which is far greater than the supply, with the result that the best vehicles are selling at premiums of from 33 to 100 per cent.

The Committee of the Club are of opinion that this Kingdom should not remain, as it does at present, in the rear of foreign countries as regards this new industry ; and it is hoped that the passage of some eighty Motor Vehicles over 1,000 miles of the roads of Great Britain, and their exhibition at big centres of population, may have the effect not only of proving that the best of these vehicles are capable of covering long distances and of mounting steep hills, but also of demonstrating what are the respective capabilities of the various vehicles.

The Committee of the Club desire to point out that, in framing the rules, they have taken every precaution to prevent the passage of the Trial vehicles being a source of annoyance or danger to other users of the road ; and they earnestly beg the drivers of vehicles not to exceed the legal limit of speed and to show the greatest consideration to the drivers of restless horses and other users of the road.

The Trial is in no sense a race, as on the open road no speed in excess of the legal limit of twelve miles an hour (ten in Scotland) will be recognised, and in towns any speed in excess of a maximum of eight miles an hour is prohibited.

AUTOMOBILE CLUB,
4, WHITEHALL COURT,
LONDON, S.W.

Abril, 1900.

Orbach & Chambers

This facsimile reprint is a volume in the
Orbach & Chambers

Motor Reprint Series

General Editor: Keith Fletcher

Other titles in this series include:

Notes on Motor Carriages

with hints for purchasers and users. (1896.)

by J. H. Knight.

Peach's Motor Annual. 1905

Automobiles of the World. 1921

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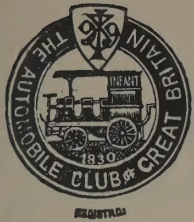
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THE

AUTOMOBILE CLUB

1,000 MILES MOTOR VEHICLE TRIAL

LONDON TO EDINBURGH AND BACK,

23rd April to 12th May, 1900,

INCLUDING

ONE-DAY EXHIBITIONS

OF THE EIGHTY-FOUR COMPETING VEHICLES.

AT

BRISTOL,

BIRMINGHAM,

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EDINBURGH,

NEWCASTLE-ON-TYNE,

LEEDS,

SHEFFIELD,

CONCLUDING WITH

OFFICIAL PROGRAMME.

PRICE SIXPENCE.

POST 10^d. FREE.

AN EXHIBITION AT THE

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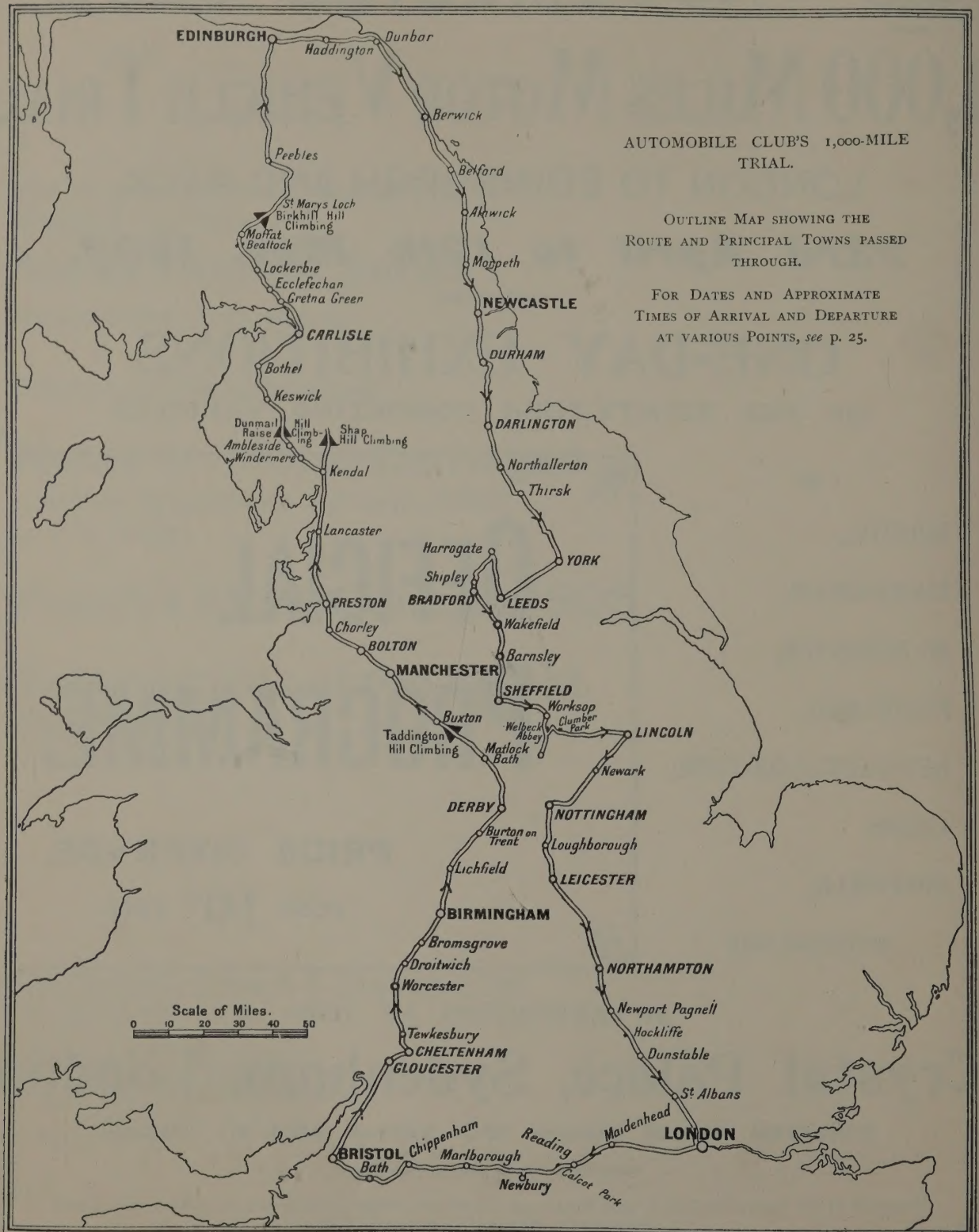
FROM THE 12TH TO 19TH MAY, 1900.

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1,000-Mile Trial.

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THE AUTOMOBILE CLUB OF GREAT BRITAIN AND IRELAND,

WITH WHICH IS INCORPORATED

The Self-Propelled Traffic Association,

4, WHITEHALL COURT, LONDON, S.W.

THE AUTOMOBILE CLUB

Was founded towards the close of the year 1897, and has now over 600 Members. Its purposes are similar to those of the very successful Automobile Club de France, and the more recently formed Automobile Clubs of Brussels, Vienna, Geneva, &c., viz. :—

(a) To provide a Club house for those interested in Motor-Vehicular traffic—for those who are not owners as well as for owners of motor vehicles.

(b) For the general advancement of the Automobile movement.

The Club is essentially a Members' Club.

It is a Social Club and a Centre of information and advice on matters pertaining to Motor Vehicles.

It has no connection with any firm or company.

It does not concern itself in company promotion. The Rules provide that it shall be conducted independently of any personal interests.

For Rules and further particulars please apply to the SECRETARY, Automobile Club, 4, Whitehall Court, London, S.W.

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Frederick R. Simms, Esq. (*Vice-Chairman*).
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Arthur J. Walter.

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Mr. Frank H. Butler.

HONORARY SECRETARY.

Mr. C. Harrington Moore.

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The Union Bank of London, Limited, Charing Cross Branch.

SOLICITORS.

Messrs. J. B. & F. Purchase, 11, Queen Victoria Street, E.C.

AUDITORS.

Messrs. Andw. W. Barr & Co., 30, Moorgate Street, E.C.

HONORARY OFFICIAL TIMEKEEPER.

Mr. Harry J. Swindley.

SECRETARY.

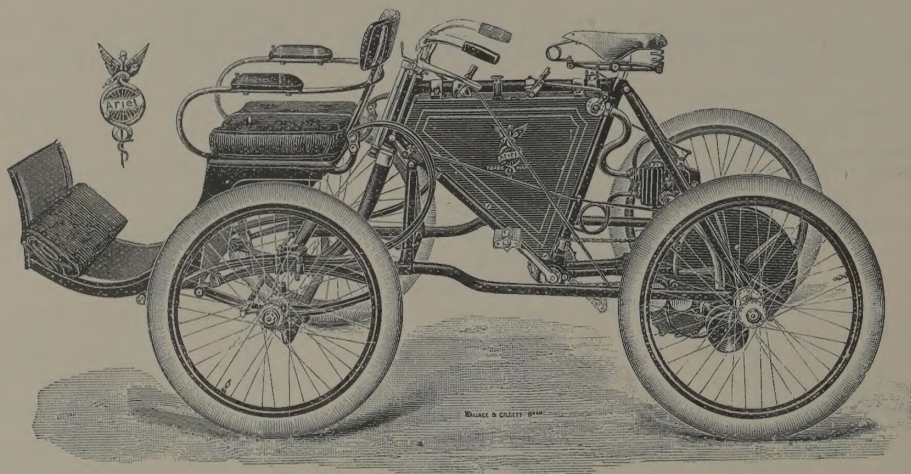
Mr. C. Johnson, 4, Whitehall Court, London, S.W.

MOTOR VEHICLE, No. 3 (Section I.)

The **Ariel** Patent **Motor Quadricycle**

FITTED WITH "COMPONENTS DION" MOTOR $2\frac{1}{4}$ H.P.

(Made under license from THE BRITISH MOTOR COMPANY, LTD.)



For—

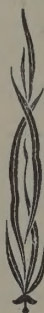
SPEED.

On the Crystal Palace Track, Mr. C. G. Wridgway won a 10-miles Scratch Tricycle Race against other makes, at a pace averaging under 1 min. 39 sec. per mile, or at the rate of over 36 miles per hour.

For—

COMFORT.

The Engine being placed in front of the axle, distributes the weight equally on all three wheels, making steering easier. The patent combined Carburettor, Spare Tank, and Battery Cupboard, is so constructed as not to be affected by inequalities of road surfaces.



For—

GENERAL EFFICIENCY.

TWO GOLD MEDALS (First Prizes) for both Tricycle and Quadricycle were won in the Midland Motor Competition, week ending February 3, 1900.

Write for further particulars—

The ARIEL MOTOR CO., LTD., BIRMINGHAM.

AUTOMOBILE CLUB OF GREAT BRITAIN.

1,000-MILE TRIAL, APRIL-MAY, 1900.

(As revised by the Club Committee on the 13th February, 1900.)

RULES.

1. Every competitor shall be supposed to be acquainted with these Rules, and by entering undertakes to abide, without dispute, by the results to which such Rules may lead.

2. SECTIONS—

The trial is open to motor vehicles made in the United Kingdom and abroad.

There shall be three Sections, as follows:—

Section I. Motor vehicles, entered by their manufacturers or by the authorised agents of manufacturers.

Section II. Privately owned motor vehicles, entered by members of the Club or by owners introduced by members of the Club. The vehicles to be driven by the owners or by their substitutes or servants, and the owners shall not be, or be about to be, engaged in the manufacture or sale of such vehicles.

Section III. Parts of motor vehicles entered by their manufacturers or by their authorised agents.

3. CLASSIFICATION—

(a) Sections I. and II. shall be divided into four classes, viz.:—

Class A. Cars declared at a selling price of £200 or less.

Class B. Cars declared at a selling price of more than £200, but not more than £300.

Class C. Cars declared at a selling price of more than £300, and not more than £500.

Class D. Cars declared at a selling price of more than £500.

Class E. Motor Cycles.

(a) Tricycles.

(b) Tricycles or Quadricycles for two persons or more.

Class F. Vehicles for Public Service. (This Class may not exist unless there be three entries at least.)

(b) Vehicles weighing under 4 cwt., unladen, shall be in Class E.

(c) Section III. The parts which may be entered are—

Class A. Tyres, pneumatic.

Class B. Tyres, solid.

Class C. Wheels.

Class D. Springs.

Class E. Axles.

4. PASSENGERS—

(a) Motor Tricycles in Class E (a) shall carry one person. Motor Cycles in Class E (b) shall carry two persons.

(b) Vehicles weighing 4 cwt. or more, shall carry two persons.

(c) All motor vehicles in Section I., Class A., B., C., D., E., shall carry their full complement of passengers, but vehicles weighing less than 15 cwt., unladen, shall not be required to carry more than three persons. Motor vehicles in Section I., Class F., shall carry at least six passengers or equivalent weight. The number of passengers or equivalent weight carried (in accordance with a previous declaration) shall be mentioned on the Certificate, and will be taken into account in judging awards.

(d) The number of passengers or equivalent weight carried by vehicles in Section II. shall be at the discretion of their owners. The number of passengers, including driver, shall be declared in writing (by letter to the Club Secretary) by the owner, not later than Saturday, 14th April; and not less than the number of passengers, or weight, so declared shall be carried, the certificates may state the number of persons or weight carried during the Trial, and the number of persons or weight will be taken into account in judging as to awards.

(e) Such persons shall weigh together at the rate of not less than 10½ stone per person, or the deficiency or absence of a person may be made up by ballast, but such ballast shall not be tools, parts, or accessories.

The person or persons by whom the vehicle is entered for the Trial, and not the Club, shall be responsible for the provision of passengers or ballast, and the officials of the Club may at any time require the persons and ballast to be weighed, and if they do not suffice to satisfy this Rule, the car shall be disqualified and shall receive no certificate or mention in the records.

(f) Any one of the passengers may drive or assist in the management of the vehicle. Passengers may be changed and others be substituted within the confines of any control, but if passengers be changed outside control, the vehicle shall be subject to disqualification.

Any alteration, temporary or otherwise, in the load or the number of passengers during a Hill-Climbing Trial shall be declared by the driver to the next timekeeper.

(g) Seats for certain portions of the journey may be placed at the disposal of the Club, by giving notice in writing to the Club not later than the 1st March, 1900. The Club shall use its best endeavours to provide as far as possible that Press representatives shall occupy such seats. On or before the 14th April it shall advise the owners of vehicles who may have placed seats at its disposal, if the Club can or cannot make use of them for Press representatives, and if the Club shall state that it cannot so use the seats, the owners shall be required to see that Rule 4 [(c) and (e)] is complied with.

5. PARTS—

(a) The persons who enter parts for Trial under Section III., shall be required to arrange that they shall be fitted to a motor vehicle and the Club shall not be responsible for the proper running of such vehicle. No certificate shall be given as to the running of a vehicle unless it be entered for the Trial.

(b) Solid tyres, wheels, springs, and axles so entered shall not be changed during the Trial, but before starting shall be sealed by the Club officials.

(c) Vehicles fitted with pneumatic tyres entered under Section III., Class A., shall be accompanied by a Club Observer, and the person who may enter the tyres shall provide and be responsible for the conveyance of the Observer, in such a manner that the vehicle so fitted shall be constantly under the observance of the Observer during running. Any failure to so arrange shall subject the tyres to disqualification.

(d) The tyres shall bear the seal of the Club.

6. DISQUALIFICATION AND PUBLICATION—

(a) Disqualification shall be understood to mean that on notice of disqualification of a vehicle or part being served on any person on the vehicle, that vehicle shall cease to run in the Trial, and shall not receive a certificate or be mentioned in the records.

(b) Disqualification of a part shall not prevent the vehicle on which the part is placed from remaining qualified, if it be separately entered under Sections I. or II.

(c) A person by entering a vehicle or part, thereby agrees that on receiving notice of disqualification, signed by an official of the Club, he will withdraw the disqualified vehicle or part from the Trial, and immediately remove the official number therefrom.

(d) He further thereby agrees, that he shall have no claim on the Club in respect of non-publication of the records of a disqualified part or vehicle, or in respect of publication of disqualification.

(e) He further thereby agrees to accept the official records of the Club, and authorises the Club to publish them in such manner as the Club may think best.

(f) A notice of disqualification shall not be served unless the person who has entered or the person who is in charge of the vehicle or part, has first been made acquainted of the act which is alleged to disqualify the vehicle or part, and has acknowledged the act, and that thereby under these rules the vehicle or part is disqualified.

(g) If the act be disputed, disqualification shall be postponed, and settlement shall rest with the Club Committee at a meeting at which all concerned may be present, and shall be at liberty to give and call evidence. But persons who may enter a vehicle, or part, thereby agree that the decision of the Club Committee shall be final, and thereby authorise the Committee to publish its decision.

(h) Any act which is in contravention of these rules, or wilful disregard of instructions contained in the Official Programme or of a Club official on the part of a competitor, or a person in charge of a competitor's vehicle, shall render the vehicle liable to disqualification.

(i) If a competitor is disqualified, he shall lose all right to a prize.

7. PROTESTS—

(a) The right of protest lies with any competitor, but the Club officials may interfere officially.

(b) Any competitor lodging a protest, shall always substantiate his ground of protest, and the competitor protested against has the right of being heard in opposition to the protest.

(c) No protest will be considered unless it is put into writing.

(d) If the person against whom a protest be made, admits the offence, he may be disqualified by an official of the Club forthwith.

(e) If he does not admit the accuracy of the protest the matter shall be dealt with by the Club Committee as set out in Rule 6, para. (g).

(f) Protests shall be lodged at the times and in manner following:—Protests as to classification of competitors and of machines, as to validity of entry and payment of entrance fees—before the trial and in writing. Protests as to unfair running, errors of route, or any other irregularities on the route—within 24 hours of the occurrence and in writing. Protests as to the fraudulent starting of a competitor in the trial for which he is not qualified—within eight days after the trial and in writing.

8. ENTRANCE FEES—

(x) The entrance fees shall be as follows:—

Section I.—

* £20 per vehicle, if paid before 12 noon, on Thursday, 1st February, 1900.

£25 per vehicle, if paid after the above named hour and before 12 noon, on Thursday, 1st March, 1900.

£30 per vehicle, if paid after noon, on 1st March, and before 12 noon, on Saturday, 31st March, 1900.

£40 per vehicle, if paid after noon, on 31st March, and before 12 noon, on Saturday, 14th April, 1900, which is the final hour for entry.

Section II.—

† £10 per vehicle if paid before 12 noon, on Thursday, 1st March.

£12 10s. per vehicle if paid after 12 noon, on the 1st March, and before 12 noon, on Saturday, 31st March, 1900.

£15 per vehicle if paid after noon, on 31st March, and before 12 noon, on Saturday, 14th April, 1900, which is the final hour for entry.

(5) The entrance fees for Section III. shall be as follows:—

Class A. Tyres, pneumatic £25 per vehicle.

Class B. Tyres, solid... .. 10 " "

Class C. Wheel's 10 " "

Class D. Springs 10 " "

Class E. Axles 10 " "

to be paid before 12 noon, on Thursday, 1st March, 1900.

(7) Any entry which is sent in too late may be annulled by the Club.

(d) Payment under clause (a) and (b) of this rule shall constitute the placing the Accountant's Department of the Club in possession of the proper sum of money, together with entry-form fully filled in and duly signed.

Payment shall be made to the Accountants' Department of the Club, viz., Messrs. Andw. W. Barr & Co., 30, Moorgate Street, London, E.C. Cheques and Postal Orders to be made payable to "The Automobile Club Trials Account," and crossed Union Bank of London.

(e) Persons in making an entry, thereby agree that in case of a vehicle or part being disqualified, or failing to take part in the trial, the entry fee shall remain the property of the Club.

(f) The Club shall have the right to refuse an entry without giving a reason.

9. SIGNS AND NUMBERS—

(a) No vehicle or part shall bear a sign or other indication of the maker's name, except the small plates which are usually attached to vehicles sold to private owners.

(b) Every motor carriage shall bear a metal plate on the front and a plate at the back. Such plate to measure one foot square, and to have painted on it in letters 1½ inches high with strokes, ¼ inch thick, the words—

(first line) AUTOMOBILE CLUB.

(second line) 1,000-MILE TRIAL.

and underneath, the official number shall be painted, in figures 6 inches high and 1½ inches thick.

(c) The plates of carriages in Section I. shall be painted black ground with white letters and figures.

(d) The plates of carriages in Section II. shall be painted white ground with black letters and figures. The official numbers in Section II. to be preceded by the letter A.

*NOTE.—The *Daily Mail* offers a prize of £10 to every vehicle in Section I. which shall successfully complete the trial, i.e., make an average daily of not less than 5 miles per hour.

† The Club will give £5 in cash, or, if preferred, a cup of the value of £5 to every owner in Section II. who may successfully complete the trial, i.e., make an average daily of not less than 5 miles per hour.

(e) Similar plates, similarly worded and numbered, in similar colours, but of half the size, 6 inches by 6 inches, and letters and numbers proportionately reduced, shall be affixed on the front and back of motor cycles and motor carriages in Class E of Sections I. and II.

(f) Motor vehicles having parts which have been entered, shall have affixed to their rear and off sides metal plates made to accord with paragraph (b) above, but the plate shall be painted red and the letters and figures in white.

(g) Those in charge of vehicles are responsible for these plates being in conspicuous positions and clearly legible, and any vehicle which during the period of the trial is not fitted with the proper plates, may be disqualified.

10. ROAD STEWARDS—

A certain number of stewards shall be appointed and placed where it may be necessary to stop the competitors, or compel them to drive at a stipulated speed, and the stewards shall see that these instructions are strictly adhered to by the competitors, and competitors bind themselves to follow their instructions.

11. ROAD REGULATIONS—

(a) Any competitor who in the Trial crosses in front of another, shuts in or obstructs another by any means, so that the latter is prevented from advancing, may be stopped in the Trial, or be disqualified, so long as the obstruction was not rendered unavoidable by a third competitor, or the competitor who was obstructed was not himself in fault, but the fact that the obstruction was involuntary, or that it did not affect the result of the Trial, shall in no case be admitted as a valid excuse.

(b) No competitor shall be allowed to cross the course of another until he is at least two lengths of the motor cycle or motor car ahead of such other competitor.

(c) No vehicle shall be pushed or assisted along the course by anyone other than its authorised occupants, under pain of disqualification.

(d) Competitors shall be responsible for all civil and criminal penalties whatsoever.

(e) The approach of a competing vehicle must be notified by a horn, trumpet, or some similar instrument.

(f) Competitors must conform to the traffic regulations of the police.

(g) If a competitor fails to stop his vehicle on being requested to do so by the driver of a restive horse, or otherwise shows himself inconsiderate to other users of the highway, his vehicle shall be subject to disqualification.

(h) Competitors must make themselves acquainted with the route, and no allowance will be made for mistakes they may make. Moreover, if any competitor takes a shorter or easier route than the one prescribed he will be disqualified.

12. SPEED—

(a) A competitor who may be prosecuted at law for excessive speed may, if the Club Committee are satisfied that unreasonable speeds have been used, be disqualified.

(b) A competitor who shall endeavour to conceal his official number from a police constable or Club official shall be disqualified.

(c) The passing or overlapping of a motor vehicle by another motor vehicle travelling in the same direction within controls, or in traffic at a speed exceeding eight miles an hour, or on down grades at a speed exceeding twelve miles an hour (ten miles in Scotland), may be made the subject of a protest by the driver of the vehicle so passed or overlapped, and may result in disqualification of the vehicle which passed or overlapped.

* (d) The speed within control shall not exceed eight miles an hour, and this rule shall apply to all controls and all times between and including Saturday, 21st April, and Saturday, the 19th May. Its infringement shall subject a vehicle to disqualification.

13. CONTROLS—

(a) Controls shall be established at the outskirts on either side of towns and populous districts.

(b) The time of arrival of every vehicle may be recorded on its record sheet by the steward on the vehicle entering the control, and the vehicle will not be permitted to leave the control until a given time has elapsed.

*NOTE.—Controls will only be established in populous portions of the road, and slow speeds will there have a commercial advantage, since onlookers may be able to identify vehicles on reference to the official programme.

MOTOR VEHICLE, No. 6 (Section I.)

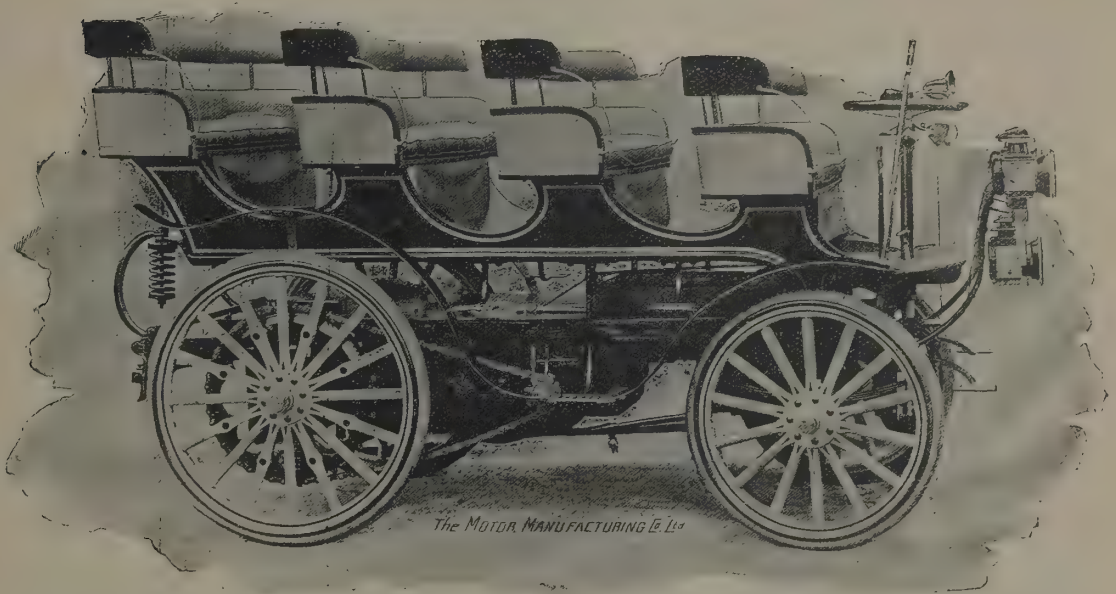
THE MOTOR MANUFACTURING CO., LTD.

.. Makers of ..

The "BALMORAL" Chars-à-Bancs

(GEO. IDEN'S SYSTEM).

Specially constructed for Public Services. **12 H.P.** To carry 16 Passengers.



The MOTOR MANUFACTURING Co. Ltd.

The HILL-CLIMBING ABILITIES of this Car are UNIQUE, and it undoubtedly fills the requirements of those who are engaged in running public services of Motor Vehicles.

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London Show Rooms: 47, HOLBORN VIADUCT, E.C.

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A.B.C. Code, 4th Edition.
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Works: COVENTRY.

- (c) A record sheet must be signed by the steward at every point where a red flag is displayed on the near side, and it is the duty of the competitor to see that this is done. If it be not done his vehicle shall be subject to disqualification.
- (d) If a green flag be displayed, and at other controls indicated in the official programme, if there be a flag or not, a motor vehicle shall be slowed down to eight miles an hour and kept at a speed not exceeding eight miles an hour until a white flag be passed.
- (e) If a green-and-white flag be displayed, the speed shall not exceed 10 miles an hour until a white flag be shown.
- (f) If a red flag be shown, the vehicle shall stop at the flag until the driver is told by the steward to proceed.
- (g) A white flag indicates "Right away."
- (h) From one hour after sunset, lanterns, similarly coloured, may be used instead of flags.
- (i) Stewards and timekeepers at controls may be withdrawn at the discretion of the Committee, and in no case will timekeepers be present at controls after 10 p.m., but the time of arrival of any vehicle at an Exhibition Building may be taken by an officer appointed by the Committee.

14. STARTS AND STOPS.

- (a) On running days the start from the Club's Headquarters or Exhibition building, as the case may be, will take place (after records sheets have been signed) at 7 a.m. precisely.
- (b) As far as possible compulsory stops of half an hour, three-quarters of an hour, and a quarter of an hour respectively, will be arranged within controls, conveniently situated, for breakfast, luncheon, and tea respectively.
- (c) Vehicles will be started from the control on the first day in sections, and in the order in which they are entered. First, Section I., Classes A B C D and F. Then Section I., Class E, and Section II., Class E. Then Section II., Classes A B C and D. On subsequent days they will be started in the order of their arrival on the day previous, with thirty seconds between each vehicle.
- (d) If in starting from an enclosure, or control, on the number of a vehicle being called out by the Starter such vehicle fails to start it shall then take its place at the end of the line, and shall not start until all the other vehicles have been called on to start, and its time of starting will be counted as though it had taken place at the hour at which it should, properly, have started.
- (e) If a vehicle is stopped by a red flag, it shall be driven to take its place immediately behind the vehicle in front of it, and if stopped for this or for any other cause, within or without controls, it shall be driven as near as possible to the near side of the road, and must on no account be allowed to impede other traffic. Non-compliance with this regulation shall subject the vehicle to disqualification.

15. CLEANING AND REPAIRS.

- (a) At the end of each day's running, a vehicle, in addition to the time necessary for it to run from the entry of the control to the official Exhibition building or Club enclosure, will be allowed two hours and a half for cleaning, greasing, and lubricating. This two hours and a half may be taken on the evening of arrival or the next morning, unless otherwise provided in the Official Programme. But notice in writing must be given to the Secretary, or his deputy, on arrival as to the hour at which it is desired to remove the vehicle from the Enclosure or Exhibition building, and a "Pass Out" must be secured before the vehicle is removed.
- (b) Similarly, a vehicle will, unless otherwise provided in the Official Programme, be allowed out of the Exhibition building or Club enclosure at 6.30 a.m. on running days, in order to fill up tanks, etc., but a "Pass Out" must be obtained before the vehicle is removed.
- (c) If a vehicle be not at the Exhibition building or Club enclosure within the allotted time after its arrival within control, then such time in excess will be added to its running time.
- (d) Similarly, if it be removed from the Exhibition building or Club enclosure before 6.30 a.m., except the allowed washing time, the time will be added to its running time.
- (e) Similarly, if on a running day a vehicle be not at the Exhibition building or Club enclosure at 7 a.m., then the delay in arriving there will be added to the running time of the vehicle. The vehicle will not be allowed to start from the outward control until the allotted period after its start from headquarters has elapsed, but its running time will be calculated from the time at which it ought to have started from the outward control, irrespective of the hour at which it may actually start.

- (f) If the driver of a car finds that his vehicle is not likely to be ready to start from the Exhibition building or a control at the time appointed for starting, he shall at the hour at which he should have started so inform the Timekeeper at the Exhibition building or control, otherwise no record will be made of his day's run. He shall arrange that the Timekeeper, or, if the Timekeeper is unable, that some person appointed by the Timekeeper shall make the necessary records when the vehicle is ready to start.
- (g) No repairs whatever shall be made in the Exhibition building or the Club enclosure. Vehicles shall not be washed, oiled, greased, or have their tanks filled in the Exhibition building or in a Club enclosure except during the permitted periods.
- (h) If any part of a vehicle which part shall bear the Club seal has to be replaced, the Secretary of the Club or his deputy shall be informed in writing at the earliest possible opportunity, and a statement to that effect shall appear on the official certificate. Failure to give notification shall result in disqualification. Sprocket wheels shall not be changed during the course of a running day. If a sprocket wheel be changed, the driver shall give notice accordingly to the Timekeeper, at the Exhibition building, before starting in the morning.

NOTE.—The intention of this Rule is that every vehicle shall, unless otherwise provided in the Official Programme, be allowed two and a half hours at the end of a running day, and half hour at the beginning of a running day, for cleaning, preparation, and adjustment, but that beyond this, the time taken in repairs shall be calculated as running time. Thus, if the speed of all vehicles were equal, the vehicle which has fewest repairs would have the best average time. If some cars run faster than others they are at the same time subjected to greater strains. If repairs were allowed within exhibitions or club enclosures, then a car might meet with an accident at the end of a day and just struggle into the enclosure and have a good record as against a car which had a similar accident earlier in the day.

16. CERTIFICATES.—

- (a) The Club shall issue a Certificate to each competitor as soon as possible after the completion of each running day, and send the results to the local newspapers and to the London newspapers, and to newspapers published in the big centres through which the Trial is to pass.
- (b) Vehicles which through delay do not obtain records on one or more days shall be entitled to a certificate in respect of such records as they may obtain on other days, but the certificate shall record the delay above referred to.
- (c) The competitors shall not publish, or communicate for publication, any other times than those contained in the Club Certificates.
- (d) A competitor, by entering, thereby undertakes that in the event of subsequent alteration by the Club of the records on the Certificates, owing to protest or other cause, he will only publish the records as thus amended.
- (e) The records sheets are the property of the Club. Their contents shall not be shown or communicated by a competitor to any person except a Club steward or official, neither shall any copy be made by the competitor, and he shall not permit anyone to make a copy of the records.
The records sheets shall be handed to the Club Secretary, or his deputy, immediately on the arrival of the vehicle in the Exhibition building or Club enclosure, in order that its arrival may be recorded therein. No vehicle shall be permitted to leave the Exhibition building or Club enclosure until the driver has first obtained from the Club Secretary, or his deputy, the records sheet for the day's run next following, on which the hour of leaving the Exhibition building or Club control shall be noted.
- (f) The certificates will recognise no speeds in excess of 12 miles an hour (10 miles in Scotland), but will, for a vehicle, for instance, state as follows:—

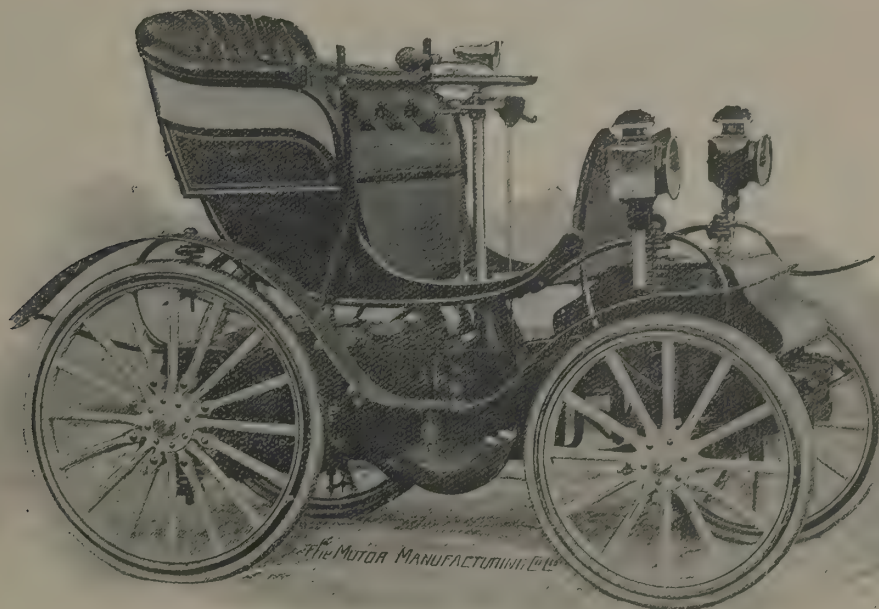
Official No.	Section.	Class.
Maker—		
Entered by—		
Price—		
Record for	day of	1900.
Number of Persons (or equivalent weight at 10½ stone per person) carried—		
Route—		
Distance—		
Average miles per hour—		

MOTOR VEHICLE, No. II (Section I.)
THE MOTOR MANUFACTURING CO., LTD.

.. Makers of ..

The PRINCESS CAR

(GEO. IDEN'S SYSTEM).



RECENTLY REMODELLED AND IMPROVED.

It is now thoroughly well-built, and is eminently satisfactory.

PRICE £231.

The Cheapest and most Luxurious British-Made Two-seated Carriage on the Market.

London Show Rooms: 47, HOLBORN VIADUCT, E.C.

Telegrams and Cables: "PROPEL," London.
 A.B.C. Code, 4th Edition.
 Telephone, 834 Holborn.



Works: COVENTRY.

(d) The certificate for parts will be a certificate, if any, of the carriage to which they are fitted, with a statement that the carriage is fitted with certain parts under the seal of the Club. But in the case of pneumatic tyres, as these will be under the observation of an Observer, the report of the Observer, as to absence of repair or otherwise, will be attached.

(h) A competitor is responsible for seeing that his record sheet has filled in on it the necessary records.

17 PRICE—

A competitor in Sections I. and III. in entering, shall state the price at which he guarantees to provide to the public exact duplicates of the vehicle or part entered for trial, so far as orders received, with deposits of one-third the price, during the period of the Tour, and of the exhibitions which immediately precede and follow the Tour, are concerned.

The classification in Class II. shall be by Price List prices at the time of purchase.

18 PRIZES—

(a) The Prize Fund (irrespective of the *Daily Mail* special prize of £10 to every successful vehicle in Section I., or other special prizes), plus balance of entry monies, if any, after all expenses of the Trial shall have been defrayed, shall be apportioned as follows:—

		1st Prize.	2nd Prize.
Section I., Class A.	...	7 ⁰ / ₁₀	3 ⁰ / ₁₀
" B.	...	7 ⁰ / ₁₀	3 ⁰ / ₁₀
" C.	...	7 ⁰ / ₁₀	3 ⁰ / ₁₀
" D.	...	7 ⁰ / ₁₀	3 ⁰ / ₁₀
" E. (a)	...	7 ⁰ / ₁₀	3 ⁰ / ₁₀
" E. (b)	...	7 ⁰ / ₁₀	3 ⁰ / ₁₀

Section II., Medals—

A Bronze Medal will be awarded in respect of every vehicle, other than those to which Gold or Silver Medals are awarded, which successfully accomplishes the Trial, *i.e.*, average speed, each day not less than 5 miles per hour.

A Silver Medal will be awarded in respect of every vehicle, other than that to which the Gold Medal may be awarded, which shall successfully accomplish the Trial, the owner of which shall accompany the vehicle throughout, and shall himself drive and steer it at least half the distance.

A Gold Medal only will be awarded in respect of the car (which is eligible for a Silver Medal, as above stated), and which shall, in the opinion of the Judges, be the most meritorious in Section II., irrespective of Class.

The Medals of the motor vehicles in each class of Section II., which, in the opinion of the Judges, are first and second in order of merit, shall have inscribed on them, or on a clasp, a statement to that effect, provided that there be at least three vehicles in a class.

		The best of British Manufacture.	The best, irrespective of origin.
Section III., Class A. (pneus.)	...	7 ⁰ / ₁₀	4 ⁰ / ₁₀
" B. (tyres)	...	3 ⁰ / ₁₀	3 ⁰ / ₁₀
" C. (wheels)	...	3 ⁰ / ₁₀	3 ⁰ / ₁₀
" D. (springs)	...	3 ⁰ / ₁₀	3 ⁰ / ₁₀
" E. (axles)	...	3 ⁰ / ₁₀	3 ⁰ / ₁₀
		1st Prize.	2nd Prize.
Section I., Class F.	...	£25	£5

(b) The award of prizes shall be founded on the general results of the Trials, together with the judgment of expert engineers and others, who are not concerned in any firm taking part in the Trials, on examination of the machinery after the conclusion of the Trials. The experts will be appointed by the Club Committee. The judges may withhold an award if in their opinion no award should be made.

(c) The *Daily Mail* prize of £10 per vehicle, in Section I., which may successfully accomplish the journey shall be given only to such vehicles as have an average speed over portions of the 1,000 miles of five miles an hour or more.

19. The Club will give certificates to paid drivers of motor vehicles who may successfully drive a vehicle throughout the 1,000-Mile Trial, and also to an owner or an unpaid driver who may drive a vehicle in Section II., provided that the vehicle shall successfully accomplish the trial, and that the owner or unpaid driver concerned shall accompany the vehicle throughout, and shall himself drive it and steer it at least half the distance.

20. The interpretation of these Rules shall rest entirely with the Club Committee, who may alter, add to or omit from them, if necessary, from time to time.

21. A Competitor on entering a vehicle, or part, thereby binds himself to faithfully abide by all the conditions in these Rules.

BY ORDER OF THE CLUB COMMITTEE.

4, Whitehall Court,
London, S.W.

MOTOR VEHICLE, No. 13 (Section I.)

THE ARIEL PANHARD VOITURETTE.

TO SEAT TWO PERSONS.



Average speed, 16 miles per hour.

TWO BRAKES. One band brake, operated by foot pedal.
One tyre brake, operated by hand-lever.

MOTOR 3¹/₂ H.P. (Water-cooled.)

Three speeds. Spur wheels always in mesh, each side being keyed separately to shaft connected to motor by friction clutch. Motive power transmitted to wheels of vehicle by chains.

For further particulars application should be made to:—

THE ARIEL MOTOR COMPANY, Ltd.,
BIRMINGHAM.

Motor Vehicle Users' Defence Association.

Offices—84, CHANCERY LANE, LONDON, W.C.

TRUSTEES.

Captain The Hon. CECIL DUNCOMBE, J.P. The Hon. JOHN SCOTT MONTAGU, M.P. Sir DAVID SALOMONS, Bt., J.P.

THE COMMITTEE OF MANAGEMENT.

The Chairman—ROGER W. WALLACE, Esq., Q.C. *The Vice Chairman*—FREDERICK R. SIMMS, Esq.

The Hon. C. S. ROLLS.

Sir EDWARD JENKINSON, K.C.B.

Major H. C. L. HOLDEN, R.A., F.R.S.

E. R. SHIPTON, Esq.

ROBERT E. PHILLIPS, Esq.

J. J. MANN, Esq.

S. F. EDGE, Esq.

C. CORDINGLEY, Esq.

F. F. WELLINGTON, Esq.

The Secretary of the Automobile Club of Great Britain.

Solicitors—MESSRS. FIRTH & CO., 77, Chancery Lane, London.

Auditors—MESSRS. HELMORE & HELMORE.

Secretary and Treasurer—Mr. G. R. HELMORE, 84, Chancery Lane, W.C.

This Association is now fully organised.

The Association is for the general protection of Motor Vehicle Users against proceedings or actions at law, either civil or criminal, and, where necessary, to commence proceedings or actions at law, either civil or criminal, and generally to protect the interests of Motor Vehicle Users throughout the United Kingdom.

The subscription is £1 for Members who do not own a Motor Vehicle; £1 for Members who do not own but who may drive a motor vehicle; £1 for any Member owning a motor vehicle or motor vehicles; but if a Member shall employ a driver or drivers, he or they must be registered, and a subscription paid by the owner in respect of the said driver or drivers. A Member shall be elected for one year, and, in special cases, at the discretion of the Committee, may pay his Subscription by quarterly payments of 5s. each. A Member who shall not pay his Subscription or instalment on the date on which it is due shall forfeit the privileges of Membership.

On payment of the subscription or subscriptions, the person making such payment shall forthwith become a Member of the Association, and be elected as such. Subscriptions may be paid forthwith. The year of the Association shall end on the 31st December in any one year. The first subscription of a Member may be paid as follows: £1 on or after the 1st January; 15s. on or after the 31st March; 10s. on or after the 30th June; and 5s. on or after the 29th September; for the year ending the 31st December.

Upon any Member having any action or proceedings at law commenced against him, or desiring to commence any action or proceedings for any matter appertaining to his motor vehicle, he should communicate at once with the Secretary of the Association, who will forthwith call a meeting of the Committee to consider the merits of the case, and they will thereupon decide what steps, if any, the Association will take for the protection of the owner of the motor vehicle, having regard to the facts of each particular case.

The Association will be glad to accept any sum or sums in addition to the said subscription, in augmentation of the funds at their disposal.

Gentlemen wishing to become Members of the Association are requested to fill up the annexed form and send the same with their Subscriptions to

MR. GEORGE R. HELMORE,

Secretary and Treasurer,

84, Chancery Lane, London, W.C.

TO THE SECRETARY OF THE

MOTOR VEHICLE USERS' DEFENCE ASSOCIATION.

Please enrol my name as a Member of the Association.

I enclose cheque for £ _____ *made up as follows:—*

Subscription as Owner

from 31st March to 31st December, 1900;

Subscription as Owner in respect of Driver or Drivers whose

names are as follows:

Donation (if any) _____

Name _____

Address _____

Occupation _____

MOTOR VEHICLE, No. 15 (Section I.)

New "Dion - Bouton"

3 H.-P. Motor Carriage.



Among other well-known Automobilitists who have purchased these Carriages, are. —

Mrs. BERNARD WEGUELIN.

Miss M. CUSINS.

The Hon. J. SCOTT MONTAGU, M.P.
(Automobile Club.)

H. W. FORSTER, Esq., M.P.

J. C. DUFF GORDON, Esq. (Automobile Club.)

J. WHITEHEAD, Esq.

R. H. FULLER, Esq. (Automobile Club)

T. B. WEGUELIN, Esq. (Automobile Club.)

SIDNEY MAW, Esq.

H. H. FULLER, Esq. (Automobile Club)

LIONEL BULLETT, Esq.

CHARLES JARROTT, Esq. (Automobile Club.)

J. L. CLARK, Esq.

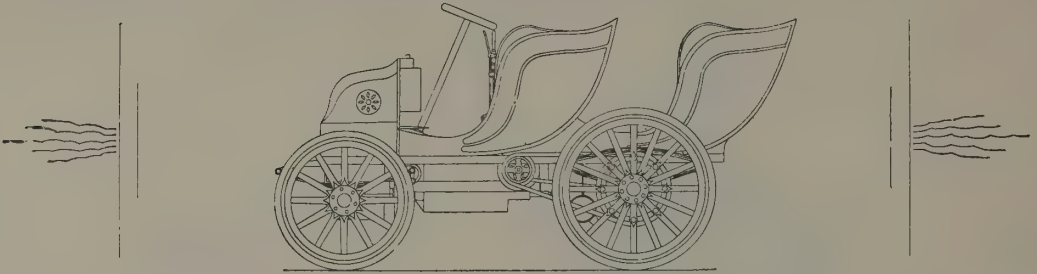
H. W. EGERTON, Esq. (Automobile Club.)

Price 195 Guineas, Delivered in London.

THE DE DION-BOUTON BRITISH & COLONIAL SYNDICATE, LIMITED,
14, REGENT STREET, LONDON, N.W.

MOTOR VEHICLES, No. 17 (Section I.)

... The "Napier" Autocar.



1. Made in two sizes:—8 h.p., with Two Cylinders; 16 h.p., with Four Cylinders.
2. The Carriage to seat from two to sixteen persons.
3. "Daily Mail" Tests gave an average speed of 9·4 miles per hour, up a gradient of one in eleven.
4. Standard Cars arranged to run One Hundred Miles without attention to either Petrol or Lubrication after once starting, or for longer distances by arrangement.
5. Cars supplied complete with Radiators, Wheel Steering, and three Independent Brakes.
6. Carriages and Motors manufactured in England.
7. Ample Guarantee.
8. Length, 10 ft. 2 in.; Width, 5 ft. 9 in.
9. A Motor Carriage throughout—not merely a Carriage with a Motor attached.
10. Definite dates for delivery specified for each individual Order.
11. Nothing of equal class ever offered for sale within hundreds of pounds of the price.
12. All business dealt with by the Proprietors personally.

Prices : 8 h.p. Carriage, **£500.**



16 h.p. Carriage, **£1,300.**

The Motor Power Company, Limited,

Proprietors :

**HARVEY DU CROË.
S. F. EDGE.**

14, REGENT STREET, LONDON, S.W.

ONE THOUSAND MILES TRIAL.

ENTRIES.
SECTION I.

For Motor Vehicles entered by their Manufacturers or by the authorised Agents of Manufacturers.

Official Number.	General Description.	Manufacturer or Agent.	Address.	Motive Power.	Number of Passengers, including Driver.	Horse Power.	Weight.	Price.	Class.
							cwts.	£ s. d.	
1	Benz Ideal, 1900 P	Hewetsons, Ltd. ..	6, 7 and 8, Dean Street, Oxford Street, London.	Petroleum spirit.	2	3	7½	173 5 0	A.
2	Benz Ideal, 1900 Pattern	Hewetsons, Ltd. ..	6, 7 and 8, Dean Street, Oxford Street, London.	Petroleum spirit.	2	3	7½	173 5 0	A.
3	Ariel Quadricycle ..	Ariel Motor Co., Ltd.	Birmingham ..	Petroleum spirit.	2	3½	3	115 10 0	E(b).
4	Ariel Tricycle, with Whippet detachable trailer	The tricycle:— Ariel Motor Co., Ltd. The trailer:— Edwin S. Cheel ..	Birmingham .. 15A, Baker Street, London, W. Sussex Place, South Kensington, London, S.W.	Petroleum spirit. ..	1 1	2¼ ..	2 ½	100 0 0	E(b)
5	The Locomobile Steam Carriage	The Locomobile Co. of America.	Sussex Place, South Kensington, London, S.W.	Steam.	2	2	5¼	160 0 0	A.
6*	Motor Manufacturing Co.'s 12 h.p. Public Vehicle (Balmoral Char-à-banc)	Motor Manufacturing Co., Ltd.	47, Holborn Viaduct, London, E.C., and Coventry.	Petroleum spirit.	16	12	35	650 0 0	Public Service
7	Motor Manufacturing Co.'s 12 h.p. Phaeton	Motor Manufacturing Co., Ltd.	47, Holborn Viaduct, London, E.C., and Coventry.	Petroleum spirit.	4	12	29	650 0 0	
8	Motor Manufacturing Co.'s 6 h.p. Phaeton	Motor Manufacturing Co., Ltd.	47, Holborn Viaduct, London, E.C., and Coventry.	Petroleum spirit.	3	6	20¼	412 10 0	C.
9	Motor Manufacturing Co.'s 6 h.p. "Iveagh" Phaeton	Motor Manufacturing Co., Ltd.	47, Holborn Viaduct, London, E.C., and Coventry.	Petroleum spirit.	4	6	20¼	380 0 0	C.
10	Motor Manufacturing Co.'s "Princess" Car	Motor Manufacturing Co., Ltd.	47, Holborn Viaduct, London, E.C., and Coventry.	Petroleum spirit.	2	4½	11½	235 0 0	B.
11	Motor Manufacturing Co.'s "Princess" Car	Motor Manufacturing Co., Ltd.	47, Holborn Viaduct, London, E.C., and Coventry.	Petroleum spirit.	2	4½	11½	235 0 0	B.
12	Motor Manufacturing Co.'s Tricycle	Motor Manufacturing Co., Ltd.	47, Holborn Viaduct, London, E.C., and Coventry	Petroleum spirit.	1	2¼	1¾	75 0 0	E(a)
13	Ariel Panhard Voiturette	Ariel Motor Co., Ltd.	Birmingham ..	Petroleum spirit.	2	3½	5	250 0 0	B.
14	De Dion Voiturette ..	De Dion Bouton Syndicate, Ltd.	14, Regent Street, London, S.W.	Petroleum spirit.	2 or 3	3	4½	204 15 0	B.

Need only carry 6 persons in Trial

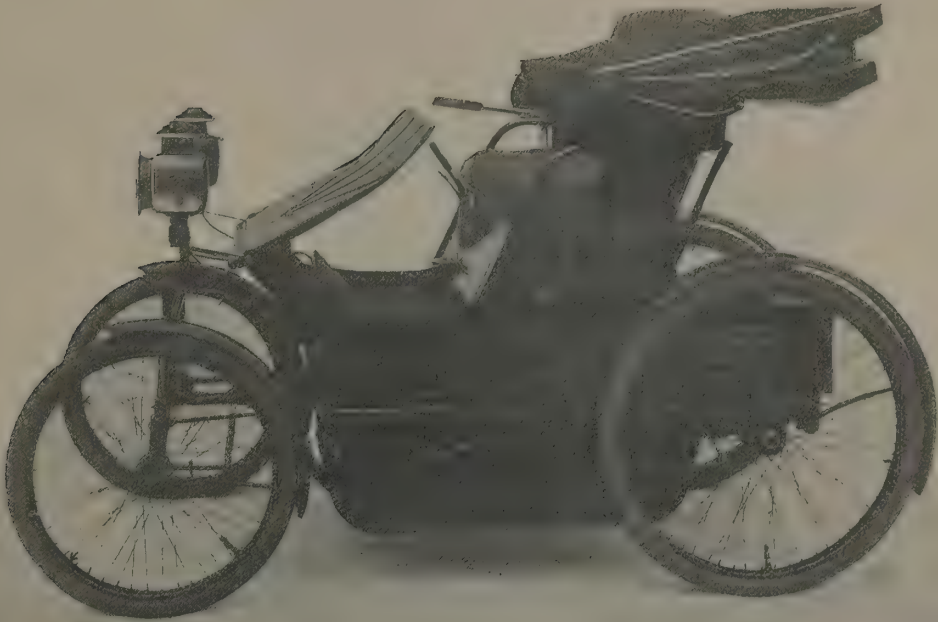
Official Number.	General Description.	Manufacturer or Agent.	Address.	Motive Power.	Number of Passengers, including Driver.	Horse Power.	Weight.	Price.	Class.
15	De Dion Voiturette ..	De Dion Bouton Syndicate, Ltd.	14, Regent Street, London, S.W.	Petroleum spirit.	2 or 3	3	4½ cwt.	£ 204 15 0	B.
16	Gladiator Voiturette ..	Motor Power Co., Ltd.	14, Regent Street, London, S.W.	Petroleum spirit.	2	3¼	3½	183 15 0	A.
17*	16 h.p. Napier ..	Motor Power Co., Ltd.	14, Regent Street, London, S.W.	Petroleum spirit.	2	16	18½	1,300 0 0	D.
18	Endurance Car ..	Endurance Motor Co., Ltd.	Holbrooks Lane, Foleshill, Coventry	Petroleum spirit.	2	5	10	190 0 0	A.
19	Orient Express ..	Automobile Association, Ltd.	1, Princes Road, Holland Park Avenue, London, W.	Petroleum spirit.	2	6	12	200 0 0	A.
20†	Simms Motor-Wheel ..	Motor Carriage Supply Co., Ltd.	17, Balderton Street, Oxford Street, London, W.	Petroleum spirit.	1	2¾	3	115 0 0	E(a)
21	Lanchester Carriage ..	Lanchester Engine Co., Ltd.	Armourer Mills, Montgomery St., Small Heath, Birmingham	Petroleum spirit.	4	8	14½	525 0 0	D.
22	Lanchester Carriage ..	Lanchester Engine Co., Ltd.	Armourer Mills, Montgomery St., Small Heath, Birmingham	Petroleum spirit.	2	8	13½	525 0 0	D.
23	Brown-Whitney Steam Car	Brown Bros., Ltd.	29 & 30, Great Eastern Street, London, E.C.	Steam.	4	—	8¾	350 0 0	C.
24	Marshall Carriage ..	Marshall & Co.	Belsize Works, Clayton, Manchester.	Petroleum spirit.	2	5	12	260 0 0	B.
25	Déchamps Car ..	J. Burns	44, Berners Street, Oxford Street, London, W.	Petroleum spirit.	3	9	12	350 0 0	C.
26	8 h.p. Peugeot ..	Friswell, Ltd.	18, Holborn Viaduct, London, E.C.	Petroleum spirit.	2	8	14	500 0 0	C.
27	New Orleans Car ..	Burford, Van Toll, & Co.	Orleans Works, Twickenham.	Petroleum spirit.	2	3	4	130 0 0	A.
28	New Orleans Car ..	Burford, Van Toll, & Co.	Orleans Works, Twickenham.	Petroleum spirit.	2	3	4	130 0 0	A.
29	Eureka Car ..	Motor Car Co., Ltd.	168, Shaftesbury Avenue, London, W.C.	Petroleum spirit.	2	2¼	3¼	145 0 0	A.
30	Eureka Car ..	Motor Car Co., Ltd.	168, Shaftesbury Avenue, London, W.C.	Petroleum spirit.	2	2¼	3¼	145 0 0	A.
31	M. C. C. Triumph ..	Motor Car Co., Ltd.	168, Shaftesbury Avenue, London, W.C.	Petroleum spirit.	3	3½	6	230 0 0	B.
32	M. C. C. Triumph ..	Motor Car Co., Ltd.	168, Shaftesbury Avenue, London, W.C.	Petroleum spirit.	3	3½	6	230 0 0	B.
33	Décauville ..	Motor Car Co., Ltd.	168, Shaftesbury Avenue, London, W.C.	Petroleum spirit.	3	3½	5	200 0 0	A.

* If this vehicle is not completed, a Panhard carriage having an 8 h.p. Napier engine, may be substituted.

† A Luggage Carrier with Luggage will be carried. Extra cost of Luggage Carrier, £6 10 0.

MOTOR VEHICLE, No. 21 (Section I.)

THE LANCHESTER MOTOR CARRIAGE.



"GOLD MEDAL" MOTOR PHAETON.

AUTOMOBILE CLUB SHOW, RICHMOND, 1899:—

Highest Award for Perfection in Design.

8 H.P. VIBRATIONLESS BALANCED MOTOR.

SAFETY TILLER STEERING.

ELECTRIC MAGNETO IGNITION. NO BATTERIES.

RANGE OF SPEED AT COMMAND. ANY SPEED up to 20 MILES per Hour.

CARRIAGE BUILDING AND FINISH OF THE HIGHEST QUALITY.

The LANCHESTER ENGINE CO., Ltd.,

Armourer Mills, Montgomery Street, BIRMINGHAM.

1,000-Mile Trial.

Official Number.	General Description.	Manufacturer or Agent.	Address.	Motive Power.	Number of Passengers, including Driver.	Horse Power.	Weight.	Price.	Class.
							cwts.	£ s. d.	
34	Décauville	Motor Car Co., Ltd.	168, Shaftesbury Avenue, London, W.C.	Petroleum spirit.	3	3½	5	200 0 0	A.
35	Daimler	Daimler Motor Co., Ltd.	Coventry, and 229, Shaftesbury Avenue, London, W.C.	Petroleum spirit.	2	6	18	432 0 0	C.
36	Daimler	Daimler Motor Co., Ltd.	Coventry, and 229, Shaftesbury Avenue, London, W.C.	Petroleum spirit.	4	6	19	460 0 0	C.
37	Daimler "Parisian" ..	Daimler Motor Co., Ltd.	Coventry, and 229, Shaftesbury Avenue, London, W.C.	Petroleum spirit.	2	6	17	472 10 0	C.
38	Daimler Public Service Vehicle	Daimler Motor Co., Ltd.	Coventry, and 229, Shaftesbury Avenue, London, W.C.	Petroleum spirit.	10	9½	28	500 0 0	Public Service
39	"Century" Tandem Tricycle	Century Engineering and Motor Co., Ltd.	Altrincham, Near Manchester	Petroleum spirit.	2	2¼	3	120 0 0	
40	Wolseley Voiturette ..	Wolseley Sheep Shearing Machine Co., Ltd.	Sydney Works, Alma Street, Birmingham.	Petroleum spirit.	2	3	12	225 0 0	B.
41	International Victoria ..	International Motor Car Co.,	106, Great Portland Street, W.	Petroleum spirit.	2	3	8½	160 0 0	A.
42	3½ h.p. Voiturette ..	London Motor Van & Wagon Co., Ltd.	Tottenham Street, London, W.C.	Petroleum spirit.	2	3½	4	160 0 0	A.
43	5½ h.p. Phaeton	London Motor Van & Wagon Co., Ltd.	Tottenham Street, London, W.C.	Petroleum spirit.		5½	19½	—	C.
44	International Victoria ..	International Motor Car Co.	106, Great Portland Street, London, W.	Petroleum spirit.	2	3	8	160 0 0	A.
45	S. S. Carriage	S. S. Motor Co.	59, Holborn Viaduct, London, E.C.	Petroleum spirit.	4	5½	8½	262 10 0	B.
46	Richard Car	Automobile Manufacturing Co., Ltd.	North Street, Manchester Square, London, W.	Petroleum spirit.	4	7	16	450 0 0	C.
47	Richard Car	Automobile Manufacturing Co., Ltd.	North Street, Manchester Square, London, W.	Petroleum spirit.	4	7	16	450 0 0	C.
48	Humber Voiturette ..	Humber & Co., Ltd.	32, Holborn Viaduct, London, E.C.	Petroleum spirit.	2	3	6	175 0 0	A.
49	Marshall Carriage ..	Marshall & Co. ..	Belsize Works, Clayton, Manchester.	Petroleum spirit.	2	5	12	260 0 0	B.
50	Renault Tricycle	Marshall & Co. ..	Belsize Works, Clayton, Manchester.	Petroleum spirit.	1	3	—	80 0 0	E(a)
51	Star Voiturette	Star Motor Co. ..	Steward Street, Wolverhampton.	Petroleum spirit.	2	3½	9	173 5 0	A.
52	Roots & Venables' Oil Carriage	Roots & Venables	100, Westminster Bridge Road, London, S.E.	Oil ..	2	2¼	7	175 0 0	A.
53	Wolseley Carriage ..	Wolseley Sheep Shearing Manufacturing Co., Ltd.	Sydney Works, Alma Street, Birmingham.	Petroleum spirit.	4	8	15	300 0 0	B.

* Need only carry 6 persons in Trial.

MOTOR VEHICLE, No. 22 (Section I.)

THE LANCHESTER MOTOR CARRIAGE.



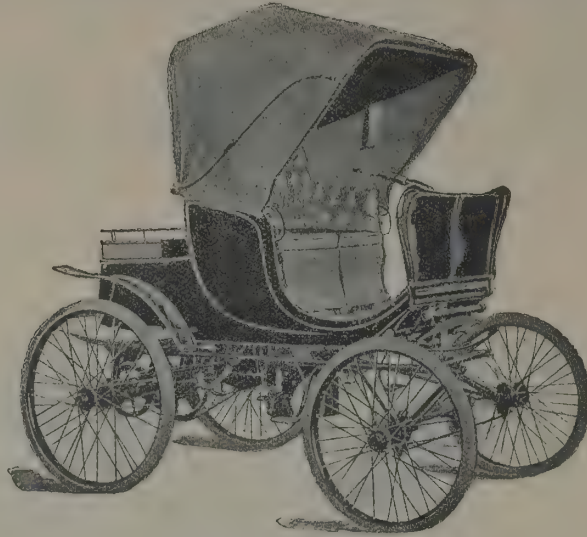
THE ONLY PERFECTLY-BALANCED MOTOR ON THE MARKET.

THE LANCHESTER ENGINE CO., LTD.,

ARMOURER MILLS, MONTGOMERY STREET,
BIRMINGHAM.

MOTOR VEHICLE, No. 23 (Section I.)

Price
£300.



Price
£300.

The "BROWN-WHITNEY" Steam Car.

This Car is undoubtedly one of the most luxurious on the Market. Being steam-driven, it is free from vibration when running, also when at rest, as the motor ceases to work on bringing the car to a stop.

The Car, as illustrated, is constructed to carry Four Persons.

There is no transmission gear, which, according to the statistics of the Automobile Club Trials, absorbs over 30 per cent. of the entire power generated by the engine, as the latter drives direct on to the back axle by a simple chain.

All Variations of Speed are produced by varying the Speed of the Engine.

The Boiler of this car is fired with Petrol, which is automatically regulated, so that the steam pressure is always regularly maintained. This allows the car to be left standing any length of time without attention, and yet ready for immediate use. The petrol supply cistern is carried inside the water-tank, at the back of the car, and thus is protected from all chance of damage.

The Steering, Speed Regulating and Reversing, are all controlled by a single handle, so that traffic can be worked with the greatest ease.

Speed can be obtained from zero to 30 miles per hour.

The Boiler is fitted with an Injector, so that water can be supplied when the car is standing. A pump, driven by the engine, feeds the boiler when the car is running. A hand-pump is also fixed so that the boiler can be fed under any conditions.

The Braking Power is produced by Two Band-Brakes on the rear axle, actuated by one lever, and an Emergency Brake, to comply with the law, is fixed for use on the tyres. The brake-power can be greatly assisted by reversing the engine.

These cars are specially adapted for doctors who require a vehicle that is always ready for use, there being no possibility of trouble caused by something going wrong with the electrical parts, the petrol not being of the correct specific gravity, belts slipping, or any of the numerous troubles which arise from a complicated transmission gear.

[All the important improvements in these Cars are covered by Letters Patent.]

BROWN BROTHERS, LTD.,
Great Eastern Street, London, E.C.

SECTION II.

For privately owned Motor Vehicles entered by Members of the Club or by Owners introduced by Members of the Club. The vehicles to be driven by the owners or by their substitutes or servants, and the owner shall not be, or be about to be, engaged in the manufacture or sale of such vehicles.

NOTE.—All the undermentioned Vehicles are driven by Petroleum Spirit, except No. 5.

Official Number.	General Description.	Name and Address of Manufacturer.	Name of Owner.	Minimum number of Passengers (including driver) carried during Trial.	Seating capacity of Vehicle.	Horse Power.	Weight.	Price.	Class.
							cwts.	£ s. d.	
A 1	12 h.p. Panhard	Panhard et Levassor, Avenue d'Ivry, Paris	J. Ernest Hutton, Esq., J.P.	—	2	12	20		D
A 2	6 h.p. Panhard	Panhard et Levassor, Avenue d'Ivry, Paris	Frank H Butler, Esq.	3	4	6		500 0 0	C.
A 3	6 h.p. Panhard	Panhard et Levassor, Avenue d'Ivry, Paris	T. B. Browne, Esq.	2	2	6	—	500 0 0	C.
A 4	8 h.p. Panhard	Panhard et Levassor, Avenue d'Ivry, Paris	Mark Mayhew, Esq., L.C.C.	3	4	8	19	900 0 0	D.
A 5	Steam Car	The Times Engineering Works, 1, Upper James Street, Brighton.	Cyril Gooch, Esq.	4	4	12	25	350 0 0	C.
A 6	12 h.p. Panhard	Panhard et Levassor, Avenue d'Ivry, Paris.	Alfred Harmsworth, Esq.	2	4	12	20	900 0 0	D.
A 7	6 h.p. Parisian Daimler. .	Daimler Motor Co., Ltd., Coventry and London	Alfred Harmsworth, Esq.	2	4	6	16	472 10 0	C.
A 9	8 h.p. Napier	Motor Power Co., Ltd., 14, Regent St., London, W.	Harvey du Cros, Junior, Esq.	2	2	8	21	500 0 0	C.
A 10	8 h.p. Napier	Motor Power Co., Ltd., 14, Regent St., London, W.	Ed. Kennard, Esq., D.L., J.P.	3	4	8	21	500 0 0	C.
A 11	12 h.p. Daimler	Daimler Motor Co., Ltd., Coventry and London	The Honourable John Scott Montagu, M.P.	3	4	12	20	800 0 0	D.
A 12	6 h.p. Daimler	Daimler Motor Co., Ltd., Coventry and London	Henry Edmunds, Esq.	2	4	6	18	410 0 0	C.
A 13	6 h.p. Daimler	Daimler Motor Co., Ltd., Coventry and London	Ernest Estcourt, Esq.	2	4	6	18	472 10 0	C.
A 14	8 h.p. Napier	Motor Vehicle Co., 14, Regent St, London, W.	W. G. D. Goff, Esq.	—	6	8	23	500 0 0	C.
A 15	5 h.p. Petrol Phaeton ..	Wilson & Pilcher, Westminster.	Robert Mackay Wilson, Esq.	2	2	5	12	400 0 0	C.
A 16	Ariel Tricycle	Ariel Motor Co., Ltd.	A. J. Wilson, Esq.	—	1	2½	2½	84 0 0	E(a)
A 17	12 h.p. Panhard	Panhard et Levassor, Avenue d'Ivry, Paris	The Honourable Charles S. Rolls.	4	4	12	—	900 0 0	D.
A 18	6 h.p. Light Daimler ..	Daimler Motor Co., Ltd. Coventry and London	Nevill Copland, Esq.	2	2	6	11	260 0 0	B.

Official Number.	General Description.	Name and Address of Manufacturer.	Name of Owner.	Minimum number of Passengers (including Driver), carried during Trial.	Seating capacity of Vehicle.	Horse Power.	Weight.	Price.	Class.
							cwts.	£ s. d.	
A 19	12 h.p. Daimler	Daimler Motor Co., Ltd., Coventry and London	John R. Hargreaves, Esq., J.P.	3	4	12	23	800 0 0	D.
A 20	Empress Motor Tricycle	United Motor Industries, 3, Rue Meyerbeer, Paris.	Herbert Ashby, Esq.	1	1	2 $\frac{3}{4}$	—	75 0 0	E(a)
A 21	6 h.p. Daimler	Daimler Motor Co., Ltd., Coventry and London	Ernest Pitman, Esq.	3	4	6	22	400 0 0	C.
A 22	12 h.p. Daimler	Daimler Motor Co., Ltd., Coventry and London	J. A. Holder, Esq.	2	4	12	19	800 0 0	D.
A 23	6 $\frac{1}{2}$ h.p. Motor Manufacturing Co.'s Phaeton	Motor Manufacturing Co., Ltd., London and Coventry	Chas. Cordingley, Esq.	2	2	6 $\frac{1}{2}$	21 $\frac{1}{4}$	435 0 0	C.
A 24	Mors "Petit Duc" ..	Automobile Association, Ltd., 1, Princes Road, Holland Park Avenue, London, W.	Robert E. Phillips, Esq.	2	2	4	5	280 0 0	B.
A 25	Benz Ideal	Hewetsons, Ltd., 6, Dean St., Soho, London, W.C.	Mrs. Bazalgette	2	2	3	8	175 0 0	A.
A 26	6 h.p. Daimler Phaeton	Daimler Motor Co., Ltd., Coventry and London	Clarence H. Gregson, Esq.	3	4	6	19 $\frac{1}{2}$	450 0 0	C.
A 27	12 h.p. Daimler Mail Phaeton	Daimler Motor Co., Ltd., Coventry and London	John R. Hargreaves, Esq., J.P.	4	6	12	29	800 0 0	D.
A 28	Enfield Quadricycle ..	Enfield Cycle Co., Ltd., Redditch	E. M. Iliffe, Esq.	2	2	2 $\frac{1}{4}$	—	110 5 0	E(b)
A 29	7 h.p. Peugeot	Peugeot et Cie., Paris	Mark Mayhew, Esq., L.C.C.	2	4	7	17	600 0 0	D.
A 30	6 h.p. Parisian Daimler, ..	Daimler Motor Co., Ltd., Coventry and London	J. D. Siddeley, Esq.	2	2	6	17	472 10 0	C.
A 31	6 h. p. Parisian Daimler	Daimler Motor Co., Ltd., Coventry and London	Wm. Exe, Esq.	2	2	6	17	472 10 0	C.

SECTION III.

Parts of Motor Vehicles entered by their Manufacturers or by their authorised agents.

P 1, Class A.—A set of Clipper pneumatic tyres, fitted to a Daimler 6 h.p. carriage, No. 37.

Entered by the Clipper Pneumatic Tyre Co., Ltd., Aston Cross, Birmingham.

MOTOR VEHICLE, No. 24 (Section I.)

"The Marshall" Motor Car.

GOLD MEDAL

Agricultural Hall Efficiency Competition, doing the journey in less time than any other car.



THIS CAR IS
THOROUGHLY RELIABLE
AND WELL MADE.

* *

MARSHALL & CO.
obtained the
GOLD MEDAL
for Efficiency
at Agricultural Hall
Exhibition, 1899.

* *

FIVE HORSE-POWER.

* *

Specially suitable for Doctors
who have long Country
Rounds.

Hood and Glass Front supplied
for bad weather.

SUCCESSFUL 1,000-MILE TRIAL BY A DOCTOR.

December 12th, 1899.

DEAR SIR,

The Car is going splendidly. I have now driven it over 1,000 miles. Every day since I have had it it has been run more or less; the average is 17 miles a day. The longest run in one day so far has been 71 miles.

I have been out in every kind of weather and on all kinds of roads. I have driven the Car in gales of wind and in pouring rain, and to-day on roads with a good four inches of snow.

As you know, this district is one of the most hilly in the West Riding of Yorkshire, and the Car (without any special hill-climbing gear) takes all the hills that I have come across splendidly (with one or two exceptions of extreme steepness).

The consumption of Petrol has been about a gallon for 15 miles, and in a moderately level district I feel sure a gallon would serve for 24 miles easily.

The engine runs magnificently and is no trouble to start. I find for my professional use that it is best to stop the engine at each house I visit, my man starting it again the moment he sees me come out. Well, out of the hundreds of times it has been started, I do not think that on more than half a dozen occasions has it required more than one pull at the fly-wheel.

Another point with which I am specially pleased is the perfect control one has over the Car on the very steepest hills and in the midst of traffic.

As to speed, although I am geared at your lowest, it is sufficient for any reasonable person who desires to keep out of the hands of the police. I find on my larger runs that I average (in a very hilly district) between 11 and 12 miles an hour.

I have kept horses for the last thirteen years, but never again. The Car is not only a much pleasanter means of getting about, but also much cheaper. I am confident they will come into use very largely for doctors; they are so much quicker and pleasanter than horses, are always ready, and never tired. One Car will do the work of three horses.

Not only do I firmly believe that the Motor Car has a great future for medical men, but I am sure that the Car best suited for their purpose is "The Marshall." It looks well, it goes well, is simple and is strong, and, as Cars go, is cheap.

I have not been hasty in giving you my opinion of the Car, but have waited until I could speak from experience under varied circumstances.

Yours faithfully,

[The original of this letter, from a doctor having a very extensive practice, can be seen at our works at any time.]

MARSHALL & CO., BELSIZE WORKS, CLAYTON, MANCHESTER.

London Depot: MESSRS. KESTERTON & CO., 93 & 94, Long Acre, W.C.

Sole Agents for Ireland: JOHN HUTTON & SONS, 115, Summerhill, Dublin.

Free Trials by appointment in Manchester, London, or Dublin.

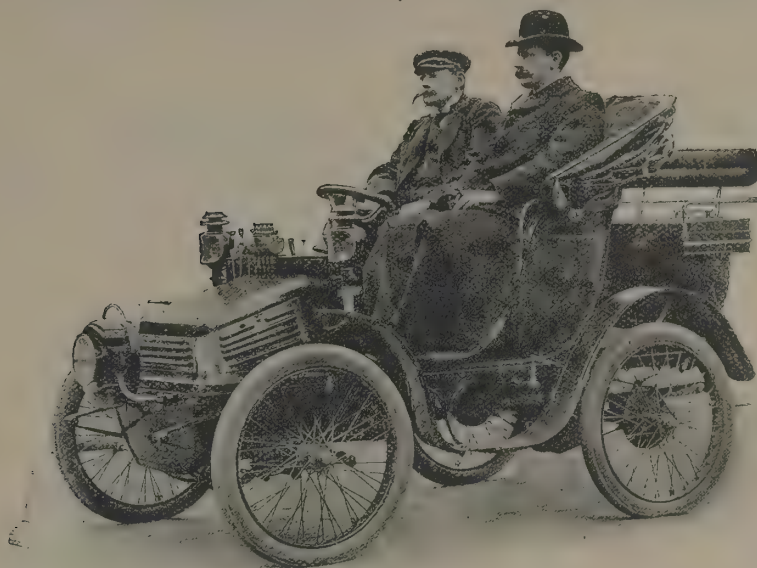
Hotels

The following is a List of Hotels with the prices charged. Automobilists taking part in the Trial are advised to secure as early as possible the necessary Hotel accommodation, and in giving orders, to state that they form a part of the 1,000-Mile Trial Party, and that the charges must be in accordance with the Tariff supplied to the Club. The number of the vehicle should be given in ordering Meals, so as to facilitate identification in telegraphing as to time at which Meals are required, etc.—

- A. Breakfast of tea (or coffee, if specially ordered), two eggs with bread and butter, with attendance, will be _____ per person.
- B. Breakfast of tea (or coffee, if specially ordered), eggs and bacon, or a chop, marmalade and bread and butter, with attendance, will be _____ per person.
- C. Luncheon of six sandwiches and bread and cheese, with attendance, will be _____ per person.
- D. Luncheon of cold beef, or chicken and ham, hot potatoes, sweets, cheese, bread and butter, with attendance, will be _____ per person.
- E. Tea, bread and butter, will be _____ per person.
- F. Tea, bread and butter, cake, jam, and eggs, will be _____ per person.
- G. Dinner of chop, steak, or joint, two vegetables, bread and cheese, with attendance, will be _____ per person.
- H. Dinner of soup, fish, joint, or grill, sweets, cheese, bread and butter, and coffee, including attendance, will be _____ per person.
- J. Small bedroom in valets' wing, with lights and attendance, per night.
- K. Single bedroom in guests' portion of Hotel, including lights, attendance, boot-cleaning, and bath (hot or cold, as desired), per night.
- L.
- M. Storage under lock-and-key, with supply of water and attendance, but not of labour for washing of vehicle, per night.
- N. Number of people who can be accommodated in guests' portion of Hotel.
- O. Number of people who can be accommodated in valets' portion of Hotel.

	A	B	C	D	E	F	G	H	J	K	L	M	N	O
MARLBOROUGH.														
Aylesbury Arms			1/6	2/6									100	
Castle and Ball			2/0	3/0									50	
BATH.														
Grand Pump Room	3/0				1/6	2/6							120	
Angel					1/0	2/0							10	10
Castle					1/3	1/9							20	
Christopher					1/0	2/0							12	
Reynolds					1/6	2/6							4	4
Royal					1/6	2/0								
Seven Stars					0/9	1/3							12	
Fortt & Sons					0/9	1/6								

MOTOR VEHICLE, No. 25 (Section I.)



THE

Déchamps 3 or 4-Seated Phaeton.

Fitted with 9 h.p. Four-Cylindere Engine, and every modern improvement.

Four 32-inch equal-sized, equal-gauged, strong tangent Wheels and $3\frac{1}{2}$ -inch heavy Pneumatic Tyres.

Three speeds forward and three reverse of 8, 16 and 24 miles an hour, or in ratios, higher or lower, as desired.

Live Axle and single central Driving Chain.

Wheel and Worm Steering Gear. Pillar hinged to permit of easy ingress.

Electric Ignition.

Four Band Brakes.

Aluminium Crank Case and Gear Box.

Weight, 12 cwts.

NO WATER. NO PUMP. NO CONDENSER.

Price £350.

SOLE SELLING AGENT:

J. BURNS,

44, BERNERS STREET,

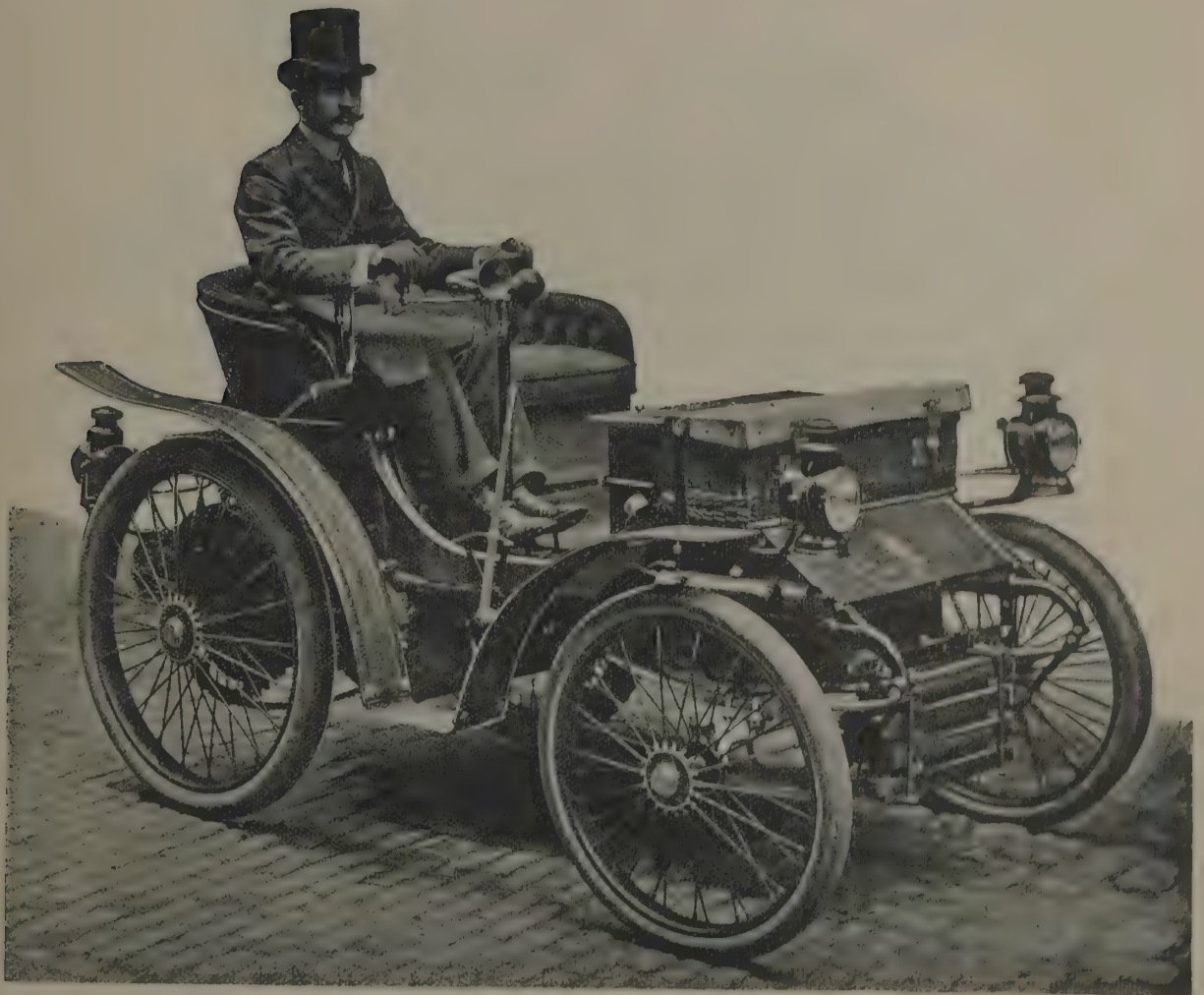
OXFORD STREET, LONDON, W.

AGENTS APPOINTED.

[illegible]

MOTOR VEHICLE, No. 26 (Section I.)

The Peugeot Carriage.



Sole Agents for England:—

FRISWELL, Ltd., 48, Holborn Viaduct, E.C.

PETROLEUM SPIRIT STORES.

(a) *Authorised Agents of Messrs. Carless, Capel & Leonard.*

(b) *Agents of the Anglo-American Oil Company.*

(c) *Agents of the Bristol, West of England & South Wales Petroleum Association (Pratt's Spirit).*

SPECIAL NOTICE.

As some 250 Gallons of Petroleum Spirit will be required for each day's run during the Trial, gentlemen and firms who have entered are advised to give their orders to the Agents on the Route not later than the 1st of April. The Agents will not, in many cases, accept orders unless accompanied by a proper remittance, owing to the expense to which they are often put to by having spirit ordered from them but subsequently not called for.

				Price, Per Gallon.	
				s.	d.
Slough	...	Fullbrook & Co. (a), Cycle Works	...	I	4
		Parker, F. (a), Cycle & Motor Works, High Street	...	I	2
Maidenhead	...	Thompson & Walton (a), Chemists	...	I	6
		Smith, E. C. (b), 13, Cordwallis Road (b)	...	I	4
Reading	...	Fuller, J. H., & Co. (a), 51, Minster Street	...	I	6
		Speedwell Electrical Motor Car Co. (b), 83, Oxford Street	...	I	3
Newbury	...	Stradling & Plenty (a), 78, Northbrook Street	...	I	6
		Bendy, H. T. (a & b), Bartholomew Street	...	I	6
Marlborough	...	Milburn, J. (a), 139, High Street	...	I	8
Bath	...	Whiting, W. (a), 7a, Northgate Street	...	I	4
Bristol	...	Bristol Motor Co. (c), Redcross Street	...	I	6
		Hawkes, W. H. (c), The Quay	...	I	6
		Howe, F. J. (c), Bedminster Parade	...	I	6

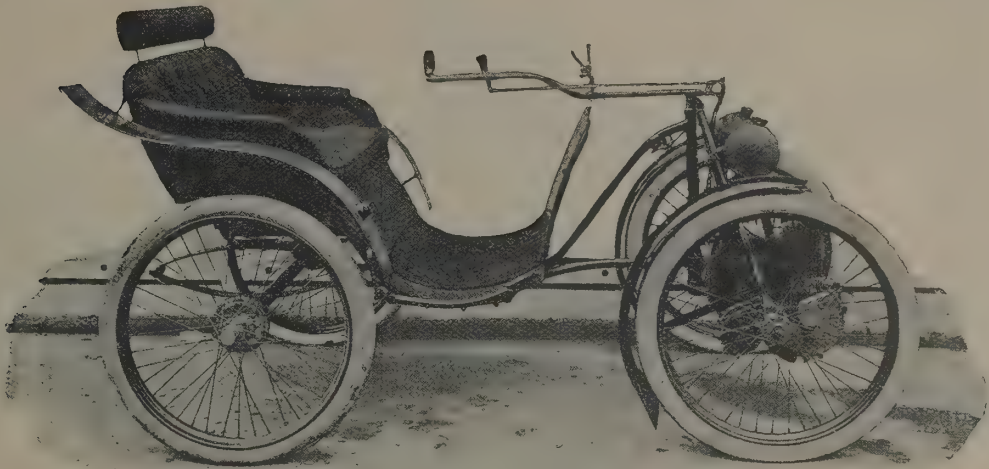
1/4 for 2 gals.
or more.

{ a
b

MOTOR VEHICLE, No. 30 (Section I.)

The "EUREKA"

(With the Little Friction Clutch.)



NO BELTS!

NO CHAINS!

SEATS TWO.

SPEED UP TO 30 MILES AN HOUR.

SIMPLE AS A TRICYCLE.

2¹/₄ H.P. DE DION MOTOR.

AN EXCEEDINGLY PRETTY AND COMFORTABLE CAR.

Sole Agents for the United Kingdom:—

The Motor Car Co., Ltd., 168, Shaftesbury Avenue, London, W.C.

GOOD AGENTS WANTED.

PETROLEUM SPIRIT STORES (*continued*).

(a) *Authorised Agents of Messrs. Carless, Capel & Leonard.*

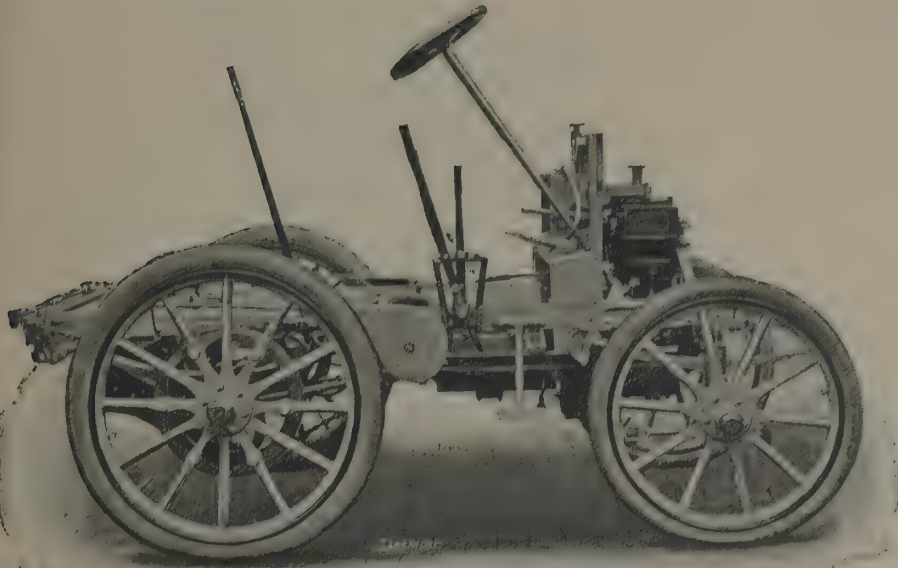
(b) *Agents of the Anglo-American Oil Company.*

(c) *Agents of the Bristol, West of England and South Wales Petroleum Association (Pratt's Spirit).*

		Price, Per Gallon, s. d.	
Bristol— <i>cont.</i>	Harris, Thos., & Son (c), Wine Street & Thomas Street	1	6
	Palmer & Co. (a), Stokes Croft	1	6
Gloucester	Clark & Morgan (a), 1, Worcester Street	1	3
	Newth, W. J., Lady Bellgate Street (a & b) ... { a b	1 1	6 6
Cheltenham	Clark & Morgan (a), 22, Clarence Street	1	3
Worcester	Whiteman & Co. (a), 40, Silver Street		
*Birmingham	Accles-Turrell (a), Holford Works, Perry Barr	1	4
	Midland Motor Agency, Acock's Green	1	6
	Thornley's, Ltd. (b), Snow Hill	1	6
	Williams, A., & Son (b), 72, Broad Street	1	2
	The Francis Williams Oil Co. (a & b), 281-3, Broad Street, and 100-102, Bristol Street } }	1	5
Lichfield ..	Jones & Co. (b)	1	6
	Perkins, J. J. (b), Tamworth Street		
Burton-on-Trent	Mason Bros. Cycle Co. (a), 23, Bridge Street	2	0
	Livens, C. M. (b), High Street	1	9
Derby ...	Clarke, E. C., Ltd. (a), 5, Irongate	1	6
Belper ...	Calvert & Son (b), Chemists	1	6
Manchester	Newton & Co. (a & b), 50, Blackfriars Street { a b	(a) 1 (b) 1	9 9
	Nawell, F. D. (b), 219, Stretford Road	1	6
	Joseph Brooks & Co., Ltd. (a), 42, Shudehill	1	6
Bolton ...	Moscrop, Thos., & Co. (b), 1-3, Fold's Road	1	6
Chorley ...	Leach, Sons & Co., Ltd. (b), Corporation Street	1	6
Preston ...	Walmsley, Paul, & Son (b), Drysalers, Bamber's Yard	1	3
	Wilk, Parkinson (b), 265, North Road	1	8
Garstang ...	Storey, James (b), Market Place	2	0
Lancaster...	Fenton & Co. (b), Ironmongers, 53, Market Street	1	6
Kendal ...	Croft, H. J. (a), Cycle Works	1	9
	Burton, M. (b), Chemist, Stricklandgate		

* At Birmingham, special arrangements have been made with the Francis Williams Oil Co., Bristol Street, to supply both "Petrol" and "Pratt's Spirit."

MOTOR VEHICLE, No. 35 (Section I.)



**MOTOR
D
A
I
M
L
E
R
CARRIAGES**

Frame for Two or Four-Seated Phaeton.

Price, from £400.

Pneumatic Tyres and special Fittings extra.

Built by
THE DAIMLER MOTOR CO., LTD.,
Coventry & London.

Daimler Motor Vehicles



ARE CONSTRUCTED OF THE BEST MATERIAL ONLY,
AND THE FINEST WORKMANSHIP ALONE IS EMPLOYED.

The AIM of the DAIMLER MOTOR COMPANY, LTD. is to supply
THE BEST POSSIBLE ARTICLE ONLY, and to that is due
the excellent records which have been made with vehicles
constructed by them. Highest awards wherever exhibited.

LONDON SHOW ROOMS :—219 to 229, SHAFTESBURY AVENUE, W.C.

PETROLEUM SPIRIT STORES (*continued*).

(a) *Authorised Agents of Messrs. Carless, Capel & Leonard.*

(b) *Agents of the Anglo-American Oil Company.*

						Price, Per Gallon.	
						s.	d.
Carlisle	...	...	Ritson, F. (b), Chemist	...	...	1	4
Edinburgh	...	...	Finlayson & Stuart (b), Regent Arch	...	...	1	6
			Edinburgh Autocar Co., Ltd. (b), Gilmore Place	...	...	1	6
			Reid, A. & M. (b), 25, Commercial Street, Leith	...	...	1	6
Newcastle-on-Tyne	...	...	Rowland Barnett & Co. (b), 74, Northumberland Street	...	...	1	2
			City Motor Car Co., Ltd. (b)	...	...	1	6
			Arnott, Jas. (b), Dean Street	...	...	1	3
Sunderland	...	...	Duncan, S., 36, Queen's Crescent	...	...	1	6
			Milburn & Surtees (b)	...	...
			Sunderland Motor Car Co. (b)	...	...
			Farrow, Robt., William Street (b)	...	...
Thirsk	...	...	Ayre, G., & Son (b)	...	...	2	0
* Northallerton	...	...	J. Ernest Hutton (a) "Solberge" (a)	...	...	1	5
York	...	...	Wasling, F. E., 22, Blake Street	...	...	1	4
			Dresser Folkard & Co. (b), Pavement	...	...	1	4
Leeds	...	...	Exley & Co. (b), Hunslet Lane	...	...	1	2
			Leuchters & Co. (b), 41, Aire Street	...	...	1	2
Bradford	...	...	Dyson, T. (a), Cycle Works, College Road	...	...	1	6
			Calvert, M. (b), 112, Westgate	...	...	1	3
			Matthews, W. A. (b), 81, Godwin Street	...	...	1	6
			Yorkshire Motor Vehicle Co., Vaughn Motor Works (b)	...	...	1	8
Wakefield...	...	...	Pollard, W. (b), Westgate	...	...	1	3
Sheffield	...	...	Dobb, J. T., & Son (b), West Bar	...	...	1	5
Mansfield	...	...	Benjamin Adams, Market Place (a)	...	...	1	8
			(b)	...	...	1	9
Lincoln	...	...	Wright, R. M. & Co. (a), Mint Street	...	...	1	6
			Battle, Son & Maltby (b), 294, High Street	...	...	1	6
			Gilbert & Son, Ltd., Lindum Works (a & b)	...	...
Newark	...	...	Cherrington, G. W. (b), Chemist	...	...	2	0
Nottingham	...	...	Imperial Cycle Agency, 19, Wheeler Gate	...	...	1	6
			Springfield Cycle Co. (a), Sandiacre	...	...	1	6
			Haynes, W. (b), Lincoln Street	...	...	1	6
Loughborough	...	...	Oram & Lewin (b), Derby Square	...	...	1	6
Leicester	...	...	Leicester Motor Car Co., Ltd., 31, Rutland Street (a)	...	...	1	6
			Jacques, R., & Son (b), Cank Street	...	...
			Clarke, H. A., 31, Rutland Street	...	...	1	6

* At Northallerton, Mr. Hutton, a member, has kindly arranged to have a supply of Petrol ready with a man in attendance at the "Golden Lion" Hotel, during Luncheon. Orders (without remittances) must be sent before April 6th.

MOTOR VEHICLE, No. 36 (Section I.)



**MOTOR
D
A
I
DAIMLER
L
E
R
CARRIAGES**

Four-Seated Phaeton, Price £460.

Hood and Pneumatic Tyres extra. Fitted with 6 B. H. P.
Daimler Engine.

THE ABOVE IS AN IDEAL TOURING CARRIAGE.

Built by
THE DAIMLER MOTOR CO., LTD.,
Coventry & London.

THE DAIMLER MOTOR Co., LTD.,
SUPPLY

**MOTOR VEHICLES WITH ENGINES
OF FROM 6 TO 24 B.H.P.,**

Including Light Fast Phaetons with aluminium bodies, Racing Carriages, Public
Service Vehicles, Char-a-bancs and Omnibuses, Freight-Carrying Vehicles, &c.

The Daimler Motor Co., Ltd.,

ARE THE LARGEST MAKERS OF MOTOR CARRIAGES IN THE UNITED KINGDOM.

LONDON SHOW ROOMS:—219 to 229, Shaftesbury Avenue, W.C.

PETROLEUM SPIRIT STORES (*continued*).

(a) *Authorised Agents of Messrs. Carless, Capel & Leonard.*

(b) *Agents of the Anglo-American Oil Company.*

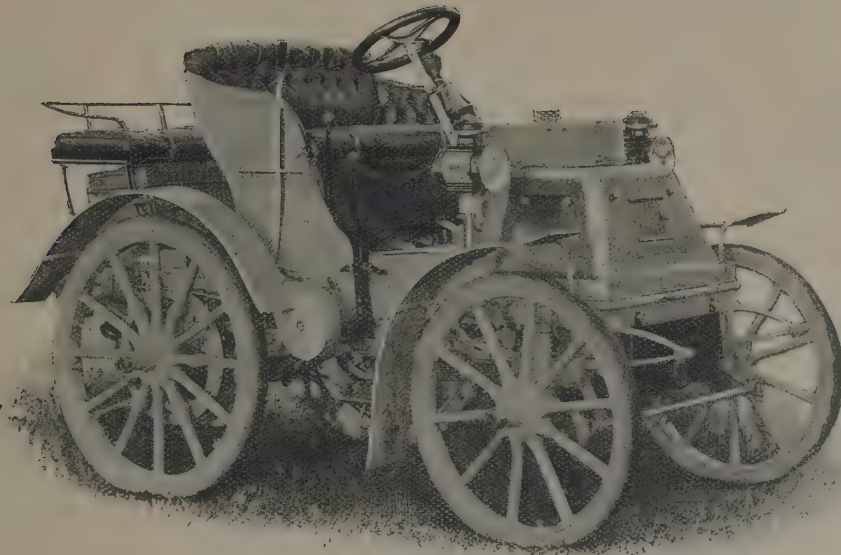
							Price Per Gallon.	
							s.	d.
Market Harboro'.	Kitchen, Ironmonger	...	...	...	...	...
Northampton	Johnson & Wright (a & b), Gold Street	...	...	...	...	...	1	3
	Mulliner, A. F. (a & b), 73 to 85, Bridge Street	...	...	...	...	...	1	4
	Bush, E. (b), The Mounts	...	...	...	...	...	1	2
Woburn	Andrews, Gibson (b), Ironmonger	...	...	...	...	...
*Luton	Langley, J. J. (b), Park Square	...	...	...	...	...	1	4
	Powdrill, G. (b), Hitchin Road	...	...	...	...	...
	Earl & Co., Cycle Agents (a)	...	...	...	...	...	1	4
Dunstable...	Sugar Loaf Hotel (a)	...	...	...	...	...	1	4
St. Albans	Swan & Co. (b), Chequer Street	...	...	...	...	...	1	4
	Sharpe, C. A. (b), Bernard Street	...	...	...	...	...	1	6
	Ashworth, J. W. (b), Verulam Road	...	...	...	...	...	1	3
London	...	...	...	...	...	...

At Newbury, Messrs. Stradling & Plenty will hand motor spirit to the driver of any vehicle who may request it, as the cars pass through, provided that it has been ordered beforehand.

At Bradford, the Yorkshire Motor Vehicle Co. will arrange for a supply of spirits to be handed out near the Charlestown Railway Bridge, but notice should be given in advance as to the quantity required.

* Mr. Langley will deliver at Dunstable or Redbourne, on receipt of telegram or telephone to "145 Luton."

MOTOR VEHICLE, No. 37 (Section I.)



**DAI
MLER**

Two or Four-Seated Phaeton, Price, £472.

Built by
THE DAIMLER MOTOR CO., LTD.,
Coventry & London.

SPECIFICATION.

Fitted with 6 B.H.-P. two-cylinder Daimler Motor with all latest improvements,
Wheel and Screw Steering Gear.

TYRES.—40" × 3½" Clipper Pneumatic Tyres to hind wheel.

34" × 2½" " " " " front "

AXLES AND SPRINGS.—Our latest improved type.

BRAKES.—Compensating Sprocket Brake and Countershaft Pulley Brake.

WATER COOLER.—The most improved type.

SPEEDS.—5, 10, 15, 20 miles per hour, with engine running at 720 revolutions per minute.

Foot Accelerator, Side Lever Controlling Gear,
Improved Geared Water Pump,
Pressure Lubricator, Aluminium Gear Box and Engine Base.

LONDON SHOW ROOMS.—219 to 229, SHAFTESBURY AVENUE, W.C.

REPAIRING SHOPS.

- Slough*.—Mr. F. Parker.
Messrs. J. Fulbrook & Co.
- Reading*.—Messrs. Speedwell Elect. M. C. Co.
- Newbury*.—Messrs. Stradling & Plenty.
- Bristol*.—The Bristol Motor Co.
- Gloucester*.—Messrs. The Gloucester Cycle Co.
Messrs. Clarke & Morgan.
- Cheltenham*.—Messrs. Clarke & Morgan.
Messrs. The Cheltenham Engineering Works.
Messrs. Meats & Co.
- Tewkesbury*.—Mr. S. J. Osborne.
Messrs. McNaught & Co.
- Worcester*.—Mr. W. J. Bladder.
Messrs. Jno. Cam & Sons.
Messrs. Sanders & Co.
Messrs. The Worcester Cycle Co.
Messrs. Larkworthy & Co.
Messrs. Whiteman & Co.
- Droitwich*.—Messrs. Harrison & Son.
Messrs. Smith & Co.
- Bromsgrove*.—Messrs. C. Cound
- Manchester*.—Messrs. J. Bennett & Co.
- Bolton*.—Mr. J. V. Madgwick.
- Lancaster*.—Messrs. Atkinson's Electric Cycle Works.
- Carnforth*.—The Cycle Co.
- Kendal*.—Messrs. Croft.
Messrs. Wright, Heaps & Westwood.
Messrs. Jilkes.
Messrs. Jas. Parker.
- Windermere*.—Messrs. Braithwaite.
- Keswick*.—Mr. J. Hodges, Cycle Agent.
- Carlisle*.—Messrs. Bulmore & Co.
Messrs. Deas & Co.
Mr. Fendley.
Mr. John Robinson, Warwick Road.
- Portobello*.—Mr. J. S. Ewan, High Street.
- Musselburgh*.—Mr. J. Hurry.
- Haddington*.—Mr. Rose.
- Dunbar*.—Mr. H. Duncanson.
- Durham*.—Mr. Wilkinson.
- Berwick*.—Mr. Robson.
Mr. G. Smith, Tweedmouth.
- Belford*.—Messrs. J. Ryan & Sons.
- Alnwick*.—Messrs. The Alnwick Cycle Co.
Messrs. Arvis & Atkinson.
- Morpeth*.—Mr. A. Hogg.
- Newcastle-on Tyne*.—Messrs. Rowland Burnett & Co.
Mr. J. Duncan Hodgson.
Mr. John Teasdale.
Messrs. W. Kirsop & Co.
Messrs. Atkinson & Philipson.
Messrs. Toward and Co.
- Darlington*.—Mr. W. Hall.
- Northallerton*.—Messrs. Weignell & Co.
- Thirsk*.—Mr. H. Meek.
- York*.—Messrs. Dent & Co.
Messrs. The Cyclists' Supply Co.
- Harrogate*.—Mr. Slee.
- Otley*.—Mr. J. Dyson.
- Bradford*.—Mr. J. Dyson.
Mr. W. Jowett.
Mr. W. Howath.
Messrs. The Yorkshire Motor Vehicle Co.
Mr. Albert Farnell.
- Wakefield*.—Messrs. Whitehead & Co.
Mr. Chas. Knowles.
- Sheffield*.—Mr. E. Frost.
Messrs. Thompson & Sons.
- Worksop*.—Mr. G. Vardy.
Mr. H. P. Forest.
- Lincoln*.—Messrs. Gilbert & Son.
- Newark*.—Messrs. Ford & Co.
- Nottingham*.—Messrs. Ford & Sons.
Messrs. The George Hunt Cycle Corporation.
Messrs. Pearson & Sons, Market Place.
- Loughborough*.—Mr. Geo. Minor.
Mr. J. J. Porter.
- Leicester*.—Messrs. H. A. Clarke & Co.
The Clyde Cycle & Motor Co.
Messrs. J. Parr & Co.
Mr. S. H. Shakespear.
- Northampton*.—Messrs. A. E. Mulliner.
- Newport Pagnell*.—Messrs. Salmon & Low.

MOTOR VEHICLE, No. 40 (Section I.)

The Wolseley Voiturette

Price - - £225.

Very Powerful
Motor.

*

Simple and
Efficient
Mechanism.



Perfect Cooling
... and ...
Lubricating
Systems.

*

Centre of
Gravity, Low.

VERY SILENT. LITTLE VIBRATION. MOST COMFORTABLE TO RIDE IN.

Every Detail Carefully Thought Out. Nothing Flimsy.

PNEUMATIC OR SOLID TYRES. LOCKED STEERING. ELECTRIC IGNITION.

WORKMANSHIP AND MATERIAL

. . "WOLSELEY" QUALITY—NONE BETTER.

THE IMPORTANCE OF GOOD SPEED IN HILL-CLIMBING.

THOSE who contemplate the purchase of, and to that end are seeking particulars of, a Motor Vehicle for touring purposes, should enquire carefully into not only its ability to mount hills but the **speed** at which it can mount hills. The results of the four Hill-Climbing Trials, which are included in the 1,000-Mile Trial, should be of considerable service for this purpose.

In order to illustrate the importance of a good speed on ascents, two examples are here given:—

EXAMPLE I.

A Race between two vehicles.

Course: (a) A mile up hill, (b) a mile down hill, and (c) a mile on the flat.

Vehicle A is capable of climbing the hill at 10 miles an hour, but is not permitted to travel more than 12 miles an hour at any point.

This vehicle accomplishes the course, as follows:—1 mile up hill, at 10 m. p. h. = 6 min.
1 mile down hill, at 12 m. p. h. = 5 min.
1 mile on the flat, at 12 m. p. h. = 5 min.

Total ... 16 mins.

Vehicle B is capable of climbing the hill at only 4 miles an hour, but can run down hill at **60** miles per hour.

This vehicle accomplishes the course, as follows:—1 mile up hill, at 4 m. p. h. = 15 min.
1 mile down hill, at 60 m. p. h. = 1 min.

But it is unnecessary for Vehicle B to complete the course, for in spite of the break-neck speed of 60 m. p. h. at which it has covered the second portion of the course, Vehicle A which has at no time exceeded 12 m. p. h. is a mile a-head, and has **WON** the race.

EXAMPLE II.

A race of 60 miles, one third (the last portion, say) of the distance being up hill, the remainder down hill or flat.

Vehicle A ascends hills at 10 miles per hour, and down hill and on the flat travels at 12 miles per hour.

Vehicle B ascends hills at 4 miles per hour, and down hill and on the flat travels at 30 miles per hour.

RESULTS.—Vehicle A travels over the 40 miles flat and down hill at 12 m. p. h. = 3 hrs. 20 mins.
and 20 miles up hill at 10 m. p. h. = 2 " 0 "

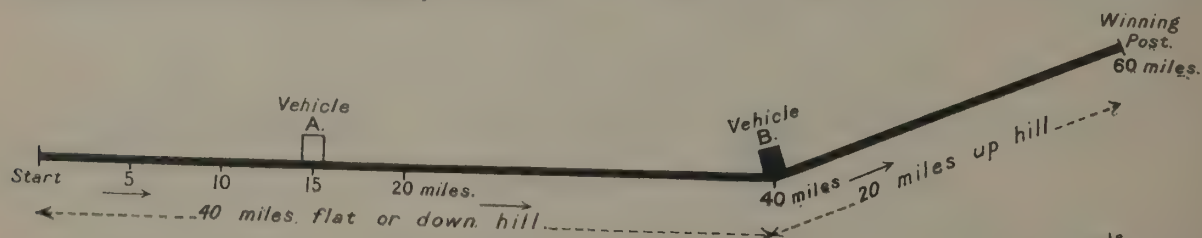
TOTAL ... 5 " 20 "

Vehicle B travels over the 40 miles flat and down hill at 30 m. p. h. = 1 hrs. 20 mins.

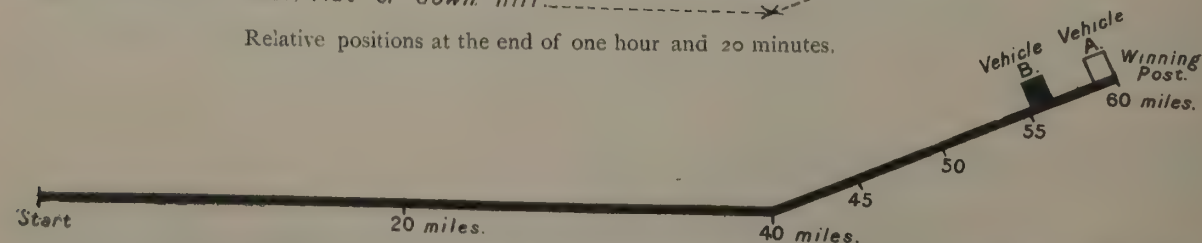
and 20 miles up hill at 4 m. p. h. = 5 " 0 "

TOTAL ... 6 " 20 "

NOTE.—Vehicle B has travelled over two-thirds of the journey at 30 miles per hour as opposed to Vehicle A's 12 miles per hour. Yet Vehicle B loses by one hour.

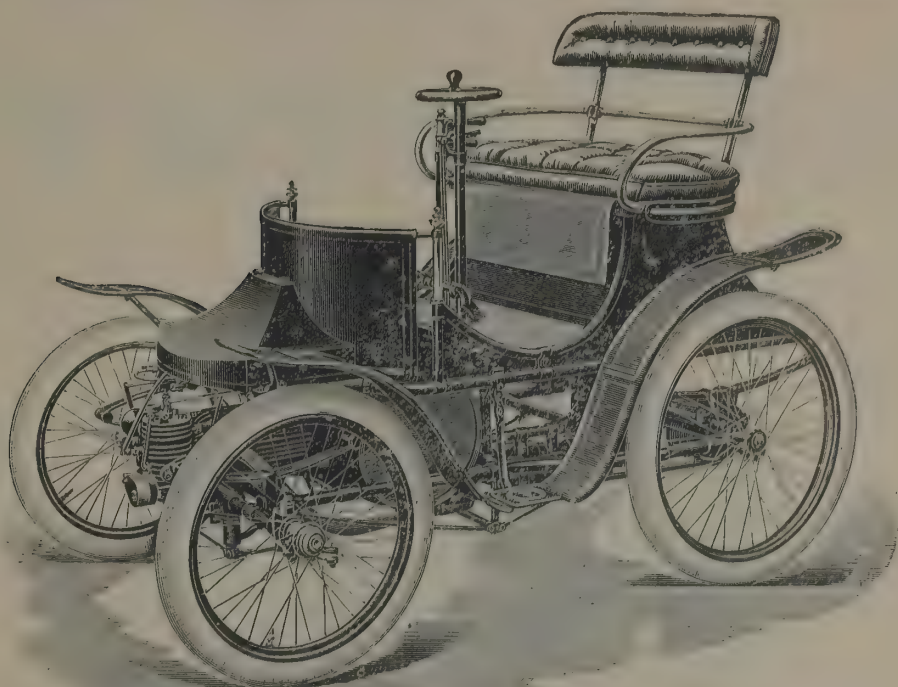


Relative positions at the end of one hour and 20 minutes.



Relative positions at the end of 5 hours and 20 minutes, Vehicle A at winning post, Vehicle B 4 miles behind, a distance which it will take one hour to accomplish.

MOTOR VEHICLE, No. 48 (Section I.)



HUMBER MOTORS.

Fitted with 3 h.p. Air-cooled Petrol Motor with Electric Ignition, Three-speed Transmission Gear and Reversing Motion, the Humber Phaeton, as illustrated above, is an ideal vehicle for business or pleasure.

Vibration is reduced to a minimum, as the body of the Car is independently supported on springs bearing directly on the axles; the engine and gearing being mounted on separate underframe.

Wheel-Steering is used, and the handles for the speed and reverse gears are mounted under the same column, which carries the regulating levers.

Full Particulars and Catalogue on Application to—

HUMBER LIMITED

Works—
BEESTON (NOTTS.),
WOLVERHAMPTON and
COVENTRY.

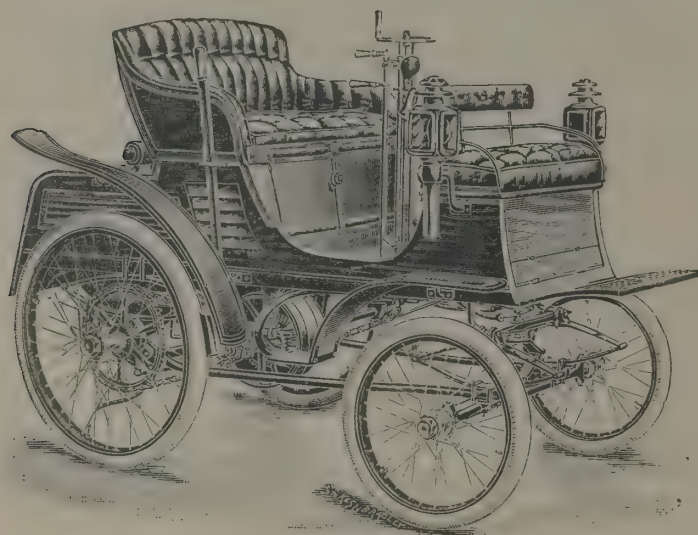
32, HOLBORN VIADUCT,
LONDON, E.C.

MOTOR VEHICLE, No. 51 (Section I.)

STAR MOTOR CO.

Design "A."

ENTIRELY OF BRITISH MANUFACTURE.



3½ H.-P. Petrol Motor Electric Ignition.

MOST ECONOMICAL IN CONSUMPTION OF PETROL & WATER.

SPLENDID HILL CLIMBERS.

Price, complete with Cushion Tyres, 165 Guineas.

Catalogue on application to Driver of Car in Trial;

OR TO . . .

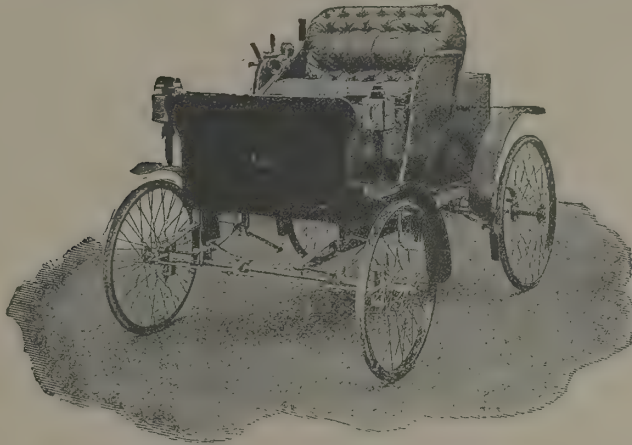
WORKS, WOLVERHAMPTON.

MOTOR VEHICLE, No. 52 (Section I.)

The Only Safe ^{Petroleum} Motor Car.

Early Delivery.

3 I.H.P.



This is the ONLY Motor Vehicle successfully using Petroleum OIL.
Other Petroleum Carriages use Benzine, Petrol, or Benzoline.

Do not be misled by interested statements to the contrary, and rest assured Petroleum OIL has such overwhelming advantages over Petroleum SPIRIT for all Motor Vehicles that Spirit Vehicles are doomed to an early extinction.

WHY ?

Petroleum Oil is absolutely safe in use (no accident recorded), is very cheap (about one-sixth of the spirit cars per horse-power-day), and is obtainable everywhere.

Petroleum Spirit is volatile and highly dangerous (accidents most numerous, with loss of life), is expensive and difficult to get ; shopkeepers object to keep it.

Some advantages of this Petrocar :

- | | |
|---|--|
| <ol style="list-style-type: none"> 1. Perfect workmanship. All British. 2. Simplicity of mechanism. No adjusting valves or taps, entirely automatic. Taught in an hour. 3. Smartness of appearance and finish. | <ol style="list-style-type: none"> 4. Minimum smell. Has less than most spirit cars. 5. Low centre of gravity. 6. Lower in price in spite of supreme advantages. 7. HAS NO DEPOSIT IN CYLINDER OR VAPOURISER. |
|---|--|

Price £175 Net.

LIGHT PARCELS CART SAME PRICE.

Mechanism can be supplied complete to Coachbuilders without body, Price **£148.**
Sets of Mechanism, complete with 6 I.H.P. Motor to take any Body, **£240.**

One-third with order, balance on delivery at works.

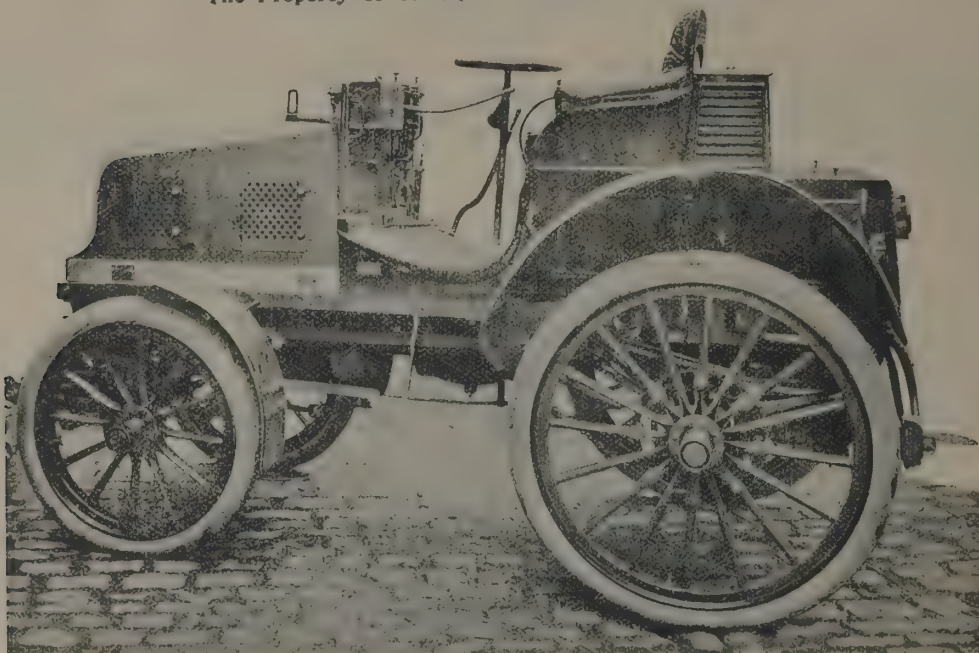
Highly-finished Carriage, complete, to do seventeen to twenty miles an hour, as ordered.—Prices on application.

Runs from Birmingham to London in the day on **2 Gallons 7 Pints** of Oil, or a total cost of paraffin and lubricant of **1/6.**

ROOTS & VENABLES, 100, Westminster Bridge Road, LONDON.

MOTOR VEHICLE, No. A1 (Section II.)

The Property of J. ERNEST HUTTON, ESQ., J.P.



A 12 H.P. PANHARD (converted 6 h.p.), manufactured by
MESSRS. PANHARD & LEVASSOR, Avenue D'Ivry, Paris.

MOTOR VEHICLE, No. A2 (Section II.)

THE PROPERTY OF F. H. BUTLER, ESQ.



A 6 h.p. PANHARD, Manufactured by
MESSRS. PANHARD & LEVASSOR, AVENUE D'IVRY, PARIS.

MOTOR VEHICLE, No. A 3 (Section II.)



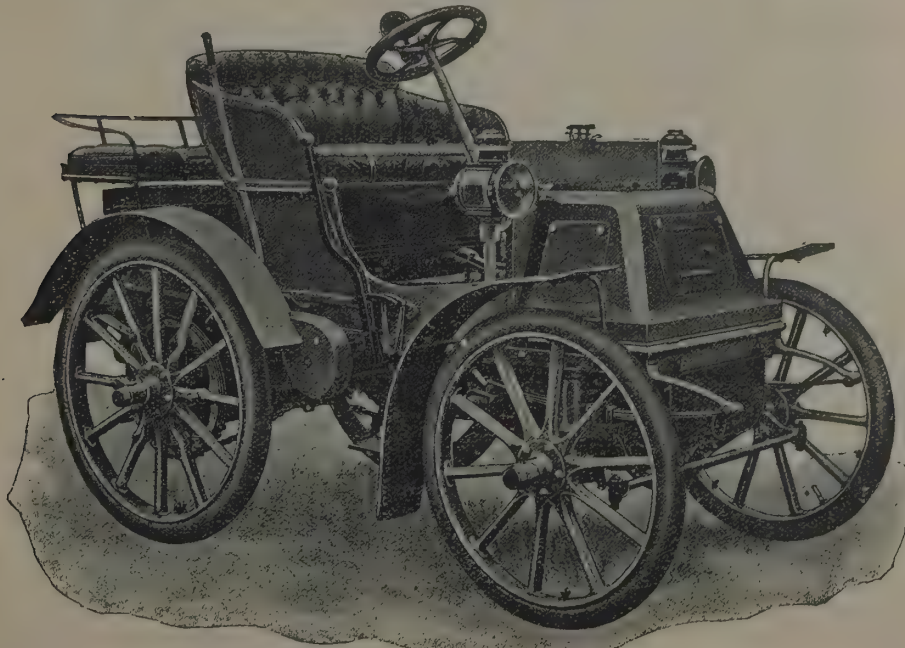
The Property of
T. B. BROWNE, Esq.

* * *

A 6 h.-p. PANHARD,
Manufactured by
Messrs.
PANHARD & LEVASSOR
Avenue D'Ivry,
PARIS.

MOTOR VEHICLE, No. A. 7 (Section II.)

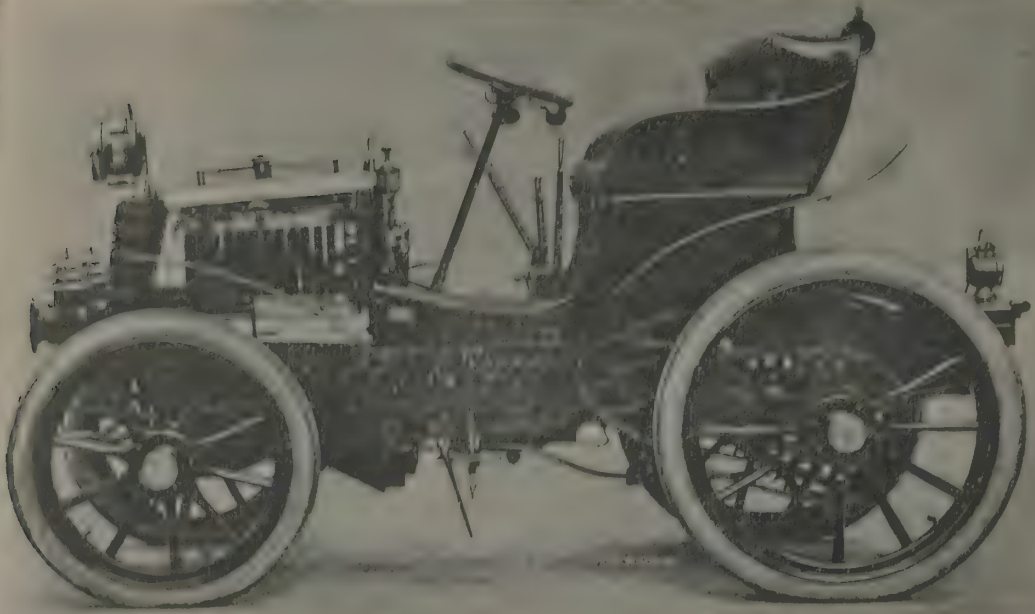
THE PROPERTY OF ALFRED HARMSWORTH, ESQ.



A 6 h.-p. PARISIAN DAIMLER, manufactured by
THE DAIMLER MOTOR CO., LTD., COVENTRY & LONDON.

MOTOR VEHICLE, No. A 8 (Section II.)

THE PROPERTY OF ALFRED HARMSWORTH, ESQ.



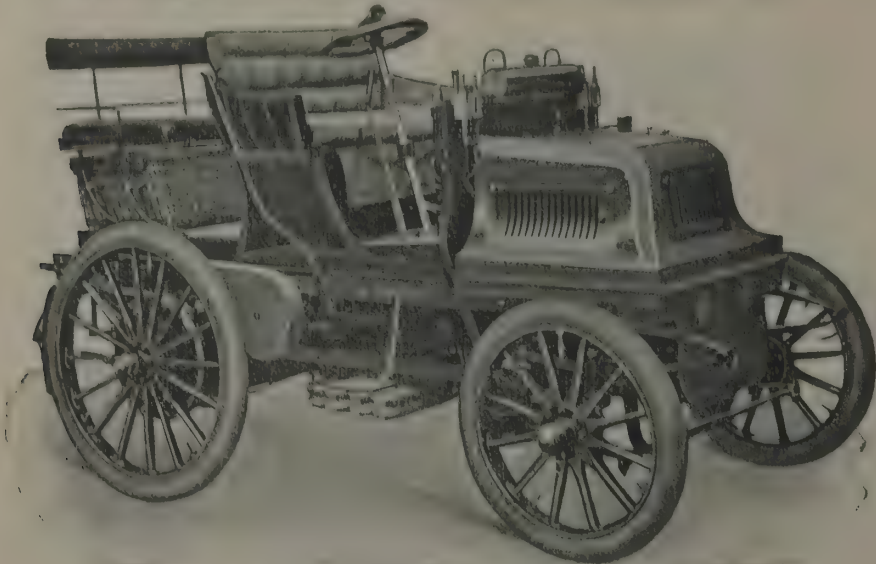
(This illustration appears here by the courtesy of the Proprietors of "The Autocar," 25, Hertford Street, Coventry, and 3, St. Bride Street, Ludgate Circus.

A 12 h.p. PANHARD, manufactured by

MESSRS. PANHARD & LEVASSOR, AVENUE D'IVRY, PARIS.

MOTOR VEHICLE, No. A 11 (Section II.)

The Property of THE HON. JOHN SCOTT MONTAGU, M.P.



A 12 h.p. DAIMLER, manufactured by

The DAIMLER MOTOR CO., Ltd., Coventry & London.

MOTOR VEHICLE, No. A. 21 (Section II.)

THE PROPERTY OF ERNEST PITMAN, ESQ.

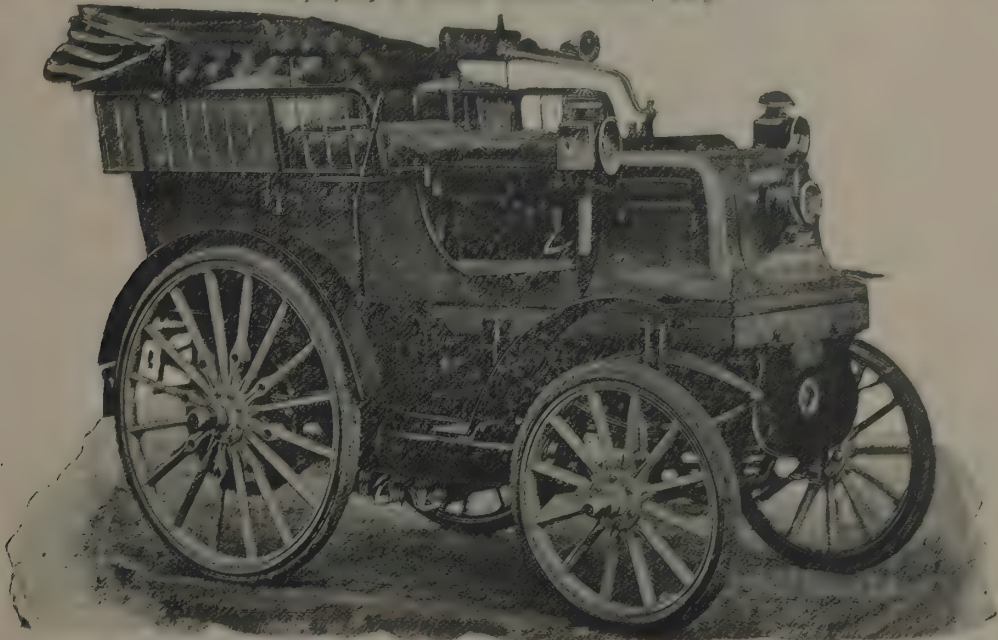


A 6 h.p. DAIMLER, manufactured by

MESSRS. THE DAIMLER MOTOR CO., LTD., OF COVENTRY & LONDON.

MOTOR VEHICLE, No. A 23 (Section II.)

The property of CHAS CORDINGLEY, ESQ.



A 6½ H. P. MOTOR MANUFACTURING Co.'s PHAETON, Manufactured by

Messrs. THE MOTOR MANUFACTURING Co., Ltd., 47, Holborn Viaduct, E.C.

PARTS (Section III.)

CLASS A. PNEUMATIC TYRES.

A Set of —

Clipper Pneumatic Tyres,

MADE BY THE

CLIPPER PNEUMATIC TYRE CO., LTD.,

CLIPPER MILLS, ASTON CROSS, BIRMINGHAM,

Fitted to a Parisian Daimler Car.

* *

Front Wheels,

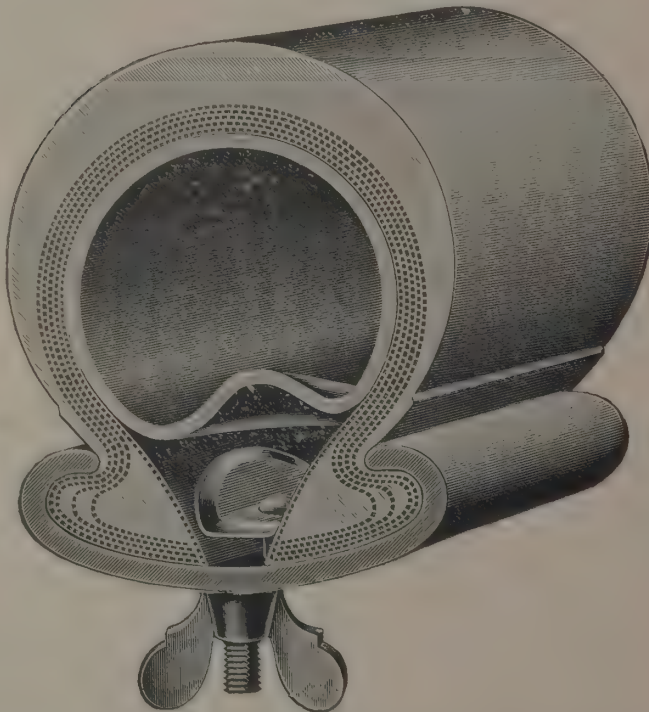
34 by 2½,

Pattern III.,

£14 0 0

Per pair.

* *



* *

Driving Wheels

40 by 3½,

Pattern IV.,

£25 16 0

Per pair.

* *

Illustration explains attachment. This is the only method which has proved durable and reliable. CLIPPER TYRES are interchangeable with the leading Foreign Tyres.

Send for the Clipper Motor Tyre Catalogue, it is full of information relating to Pneumatic Tyres, and also explains why Clipper Motor Tyres are best for all forms of Automobile Cycles or carriages.

AUTOMOBILE CLUB OF GREAT BRITAIN AND IRELAND,

with which is Incorporated the Self-Propelled Traffic Association.

1,000 MILES MOTOR VEHICLE TRIAL,

Which commenced in London, on Monday, April 23rd, 1900, at 7 a.m., and terminated in London, on Saturday, May 12th, 1900.

Via Bath, Bristol, Gloucester, Cheltenham, Worcester, Birmingham, Lichfield, Matlock, Buxton, Manchester, Preston, Lancaster, Kendal, Keswick, Carlisle, Moffat, Peebles, Edinburgh, Berwick, Newcastle-on-Tyne, Durham, Northallerton, Thirsk, York, Leeds, Harrogate, Bradford, Wakefield, Barnsley, Sheffield, Worksop, Lincoln, Newark, Nottingham, Loughborough, Leicester, and Northampton.

REPORT AND AWARDS

OF THE

JUDGES' COMMITTEE.

JUDGES' COMMITTEE.

The following Gentlemen kindly consented to act as a Judges' Committee:—

PROFESSOR ARCHIBALD BARR, D.Sc., M.Inst.C.E.
 PROFESSOR HUDSON BEARE, B.Sc., M.Inst.C.E., M.Inst.Mech.E.
 W. WORBY BEAUMONT, Esq., M.Inst.C.E., M.Inst.Mech.E.
 PROFESSOR C. VERNON BOYS, F.R.S.
 PROFESSOR D. S. CAPPER, M.Inst.C.E., M.Inst.Mech.E.
 DUGALD CLERK, Esq., M.Inst.C.E.
 BRYAN DONKIN, Esq., M.Inst.C.E., M.Inst.Mech.E.
 PROFESSOR HELE-SHAW, LL.D., F.R.S., M.Inst.C.E., M.Inst.Mech.E.
 MAJOR H. C. L. HOLDEN, R.A., F.R.S.
 SIR WILLIAM H. PREECE, K.C.B., F.R.S., P.P.Inst.C.E.
 PROFESSOR BOVERTON REDWOOD, F.R.S.E., Assoc.M.Inst.C.E.
 SIR DAVID SALOMONS, Bart., M.A., Assoc.M.Inst.C.E., M.I.E.E.
 JAMES SWINBURNE, Esq., M.Inst.C.E., M.Inst.Mech.E.
 PROFESSOR WILLIAM C. UNWIN, F.R.S., M.Inst.C.E.
 A. F. YARROW, Esq., M.Inst.C.E., M.Inst.Mech.E.

REPORT AND AWARDS OF THE JUDGES' COMMITTEE.

The Judges' Committee, in arriving at their decisions, have allotted marks under the following, amongst other, headings:—

Price.	Steering gear.
Weight.	Brakes and brake gear.
H. P. shown by performance.	Ignition arrangements and apparatus.
Persons carried.	General design, mechanically.
Price in proportion to seating capacity occupied.	General design, appearance.
Price in proportion to power of motor.	Average speed on Trial out of control in proportion to average of legal limit.
Power in proportion to seats occupied.	Workmanship, especially of machinery.
Power in proportion to weight.	Condition of Car at end of Trial.
Mechanical efficiency as shown by Hill-climbing Trials.	Regularity of running on Trial.
Simplicity of transmission.	Breakages and defects not previously mentioned.
Accessibility of mechanism.	General observance of Trial Regulations.
Quality and sufficiency of speed gear.	
Business of adjustment.	

The Tables comprised some 2,500 calculations.

Entries.—Eighty three vehicles in the various classes were entered for the trials, but some of these were not completed, or from other causes did not appear at the time of the start on the morning of the 23rd of April. Sixty-five started, and, with the exception of a few vehicles, most of which ought never to have started, all covered the whole or greater part of the course. The Analysis and the Tables given in the Appendix to the Report show the performance of all the vehicles which returned to London and were exhibited at the Crystal Palace.

All the vehicles were examined at the Agricultural Hall on Saturday and Sunday, the 21st and 22nd of April, by some of the Judges, and stamped for identification in several places.

On their return to London, those of the vehicles which completed the whole tour were exhibited at the Crystal Palace, where they were re-examined for identification, and records were taken of the condition of the gear and other working parts.

The Judges do not propose to enter into any detailed criticism of the performance, structure, and condition of the vehicles before and after the trial, as all these questions have been separately considered with respect to every car, and numerical value given to each in making the awards under the above headings; but they wish to draw attention to the extremely satisfactory progress which has been, and is being, made in the construction not only of the carriages generally, but in the arrangement, accessibility, and workmanship, particularly in this country, of the transmission and other gear of many of them. Marked improvement has also to be noted in the carriage-builders' work of several Automobiles, the carriage-builders having realised the possibility of and necessity for lightness of construction, combined with comfort and elegance. Aluminium has been used successfully in making these bodies, and the same metal has been largely employed in the fixed parts of the machinery.

The reduction in weight which has been thus effected by some British Manufacturers has had a marked effect upon the hill-climbing powers and efficiency of the cars as a whole.

Speed in Controls.—The Rules for the 1,000 Miles Trial specially provided that a competitor should not drive his vehicle at a speed exceeding eight miles an hour through towns and villages, which were specially indicated in the Official Programme, and by flags exhibited by timekeepers on the road side. An examination of the time sheets shows that, while some competitors have adhered scrupulously to the rules, and others have evidently adhered to the spirit of the rule by moderating their speed, but not sufficiently when passing through controls, on the other hand certain competitors have almost entirely disregarded the rules which were made to prevent the possibility of accidents or annoyance to the inhabitants of towns and villages situated on the route of the Trial.

The Judges' Committee, in order to mark their appreciation of the conduct of drivers who showed self-command and respect for the rules by proceeding at a very slow speed through controls, have, in making their awards, allotted marks in accordance with the behaviour within controls of the driver of each vehicle.

The following drivers are to be commended for their adherence to the rule as to speed within controls.

THE HON. C. S. ROLLS (No. A19)	...	...	...	...	93'22 out of a possible 100 marks.
THE DRIVER OF THE NEW ORLEANS CAR (No. 28)	...	...	...	76'08	" " "
THE DRIVER OF THE BROWN WHITNEY CAR (No. 23)	...	...	...	74'64	" " "
THE DRIVER OF MR. MAYHEW'S PEUGEOT (No. A29)	...	...	...	72'88	" " "
THE DRIVER OF MR. CORDINGLEY'S CAR (No. A23)	...	...	...	72'76	" " "
THE DRIVER OF THE BENE IDEAL (No. 2)	...	...	...	69'78	" " "
MR. EDGE, WHO DROVE MR. KENNARD'S CAR (No. A10)	...	...	...	69'41	" " "
THE DRIVER OF THE MARSHALL CARRIAGE (No. 24)	...	...	...	69'41	" " "

The Judges' Committee recommend that if any road trial of a similar nature be organised by the Club, competitors should be warned that failure to observe strictly the rule as to speed within controls will undoubtedly involve disqualification, and, further, that disqualification should ensue from a practice, which was only too common during the recent Trial, and which tended to make the trial a nuisance to other users of the road, viz., the breaking of single file and crowding of vehicles across the whole width of the road while awaiting dispatch from the outward control, or awaiting registration at an inward control.

Causes of Failure.—The Judges' Committee wish to place on record that enquiries tend to show that most of the failures of vehicles to obtain good records on various stages, were due, not to the failure of motor or of the transmission gear, but to structural weaknesses in other parts of the carriage. For example, breakage of axles took place in three instances, and the puncture of pneumatic tyres was especially responsible for delays. It is well, then, that the general public, when forming an impression of the Trial, should bear in mind that a large proportion of the delays cannot properly be put down to what are usually known as "breaks down" of the motor.

The Judges' Committee trust that manufacturers of wheels, springs, axles, and tyres, will specially turn their attention to the manufacture of parts of suitable material, design, and proportion, for the use in construction of motor vehicles.

Public Service Vehicles.—Special Prizes were offered for public service vehicles, it being evident that there is, and is likely to be, a considerable demand for this class of vehicle; and that the transmission gear used in the ordinary light, privately-owned vehicle is not suitable for use in cars constructed to carry large numbers of passengers.

The Daimler Company entered a vehicle (No. 38) specially designed for public service, which, being the first of its sort, may be looked on as experimental, and, as such, gives promise of this Company being able to provide shortly a thoroughly sound and suitable vehicle for the conveyance of at least a dozen passengers.

The Clipper Tyre.—The Judges' Committee wish to notice the earnest attention which the Clipper Tyre Company is giving to the manufacture, in this country, of pneumatic tyres suitable for use on automobiles. This Company submitted to trial a set of pneumatic tyres, and these tyres were under the observation, over the 4,000 Miles Trial, of Official Observers acting on behalf of the Club. This set of tyres did not wear well during the Trial, but other tyres manufactured by the same Company, were fitted to vehicles which went throughout the Trial, and were in fair condition at the conclusion of it.

Awards.—The recommendation of the Judges' Committee as to Awards, and an analysis of the running of the various vehicles entered for the Trial are appended hereto.

(Signed)

ARCHIBALD BARR,
HUDSON BEARE,
W. WORBY BEAUMONT,
C. VERNON BOYS,
D. S. CAPPER,
DUGALD CLERK,
BRYAN DONKIN,
H. S. HELE-SHAW,
H. C. L. HOLDEN,
WM. H. PREECE,
BOVERTON REDWOOD,
*DAVID SALOMONS, BART.,
JAMES SWINBURNE,
WM. C. UNWIN,
A. F. YARROW,

Judges' Committee.

Mr. Worby Beaumont and Major Holden are hereby thanked by their colleagues on the Judges' Committee for the special labours performed by them in connection with the preparation of Tables, which were of great assistance to the Judges' Committee in arriving at their decision.

Mr. Worby Beaumont has prepared a tabulated statement for the Judges' Committee at considerable personal expense, both as regards time and money.

* Sir David Salomons signs and approves the Report and Awards subject to dissent from placing the Locomobile Carriage for a prize; on the grounds that, at the present time, the "Locomobile" does produce visible steam contrary to the 1896 Locomotion on Highways Act. Also, the boiler interior is virtually inaccessible; consequently until these defects are remedied the carriage should receive no mark of commendation whatever.

AWARDS.

The Judges' Committee recommend to the Club Committee that the following Prizes should be awarded in connection with the 1,000 Miles Trial of 1900 :—

SECTION I.

(Vehicles entered by Manufacturers or Agents.)

CLASS A (Vehicles declared at a selling price of £200 or less)—

1st Prize (10 per cent. of Prize Fund)	...	...	No. 2.	Benz Ideal.
2nd Prize (each 5 per cent. of Prize Fund)	...	...	{	No. 5. Locomobile Steam Car.
				No. 27. New Orleans Voiturette.

CLASS B. (Vehicles declared at a selling price of more than £200, but not more than £300.)—

1st Prize (10 per cent. of Prize Fund)	...	...	No. 40.	Wolseley Voiturette.
2nd Prize (5 per cent. of Prize Fund)	...	...	No. 31.	Motor Car Co.'s Triumph.
3rd Prize (3 per cent. of Prize Fund)	...	...	No. 15.	De Dion Voiturette.

CLASS C. (Vehicles declared at a selling price of more than £300, but not more than £500)—

1st Prize (10 per cent. of Prize Fund)	...	...	{	No. 35. Daimler Co.'s Car.
				No. 36. Daimler Co.'s Car.
				No. 37. Daimler Co.'s Car.
2nd Prize (5 per cent. of Prize Fund)	...	...	{	No. 9. Motor Manufacturing Co.'s Car.
				No. 8. Motor Manufacturing Co.'s Car.

CLASS D. (Vehicles declared at a selling price of more than £500)—

No Awards.

CLASS E (a). (Motor Cycles carrying one person only)—

No Awards.

CLASS E (b). (Motor Cycles carrying two persons)—

1st Prize (10 per cent. of Prize Fund)	...	...	No. 3.	Ariel Quadricycle.
2nd Prize (each 5 per cent. of Prize Fund)	...	...	{	No. 4. Ariel Tricycle with Whippet Trailer
				No. 39. Century Tandem.

CLASS F. (Public Service Vehicles)—

No Awards.

27 per cent. of the Prize Fund is reserved for Section II.

It is recommended that the *Daily Mail* Prize of £10 for every vehicle successfully completing the Trial in Section I, should be awarded in respect of the following vehicles :—

CLASS A.

No. 1.	Benz Ideal.
No. 2.	Benz Ideal.
No. 16.	Gladiator Voiturette.
No. 27.	New Orleans Voiturette.
No. 34.	Decauville Voiturette.
No. 41.	International Victoria.
No. 44.	International Victoria.

CLASS B.

No. 15.	De Dion Voiturette.
No. 40.	Wolseley Voiturette.
No. 49.	Marshall Carriage.

CLASS C.

- No. 8. Motor Manufacturing Co.'s 6 h.-p. Phaeton.
- No. 9. Motor Manufacturing Co.'s Iveagh Phaeton.
- No. 26. Friswell, Ltd., 8 h.-p. Peugeot.
- No. 35. Daimler Co.'s 6 h.-p. Car.
- No. 36. Daimler Co.'s 6 h.-p. Car.
- No. 37. Daimler Co.'s 6 h.-p. Parisian.
- No. 46. Richard Car.
- No. 47. Richard Car.

CLASS D.

CLASS E (*b*).

- No. 3. Ariel Quadricycle.
- No. 4. Ariel Tricycle with Whippet Attachment.

The Judges have made several recommendations to the Proprietors of the *Daily Mail*, as to the award of the *Daily Mail* Prize to vehicles in respect of which records are not absolutely complete.

SECTION II.

(Privately-owned Vehicles.)

It is recommended that:—

The **Gold Medal** for the vehicle which, in the opinion of the Judges, is the most meritorious irrespective of class (the owner having accompanied the vehicle throughout, and having driven and steered at least half the distance), should be awarded in respect of Vehicle No. A17, a 12 h.-p. Panhard Car, owned by the Hon. C. S. Rolls.

The **Silver Medal** for Vehicles which have successfully accomplished the Trial (the owners having accompanied their vehicles throughout, and driven and steered at least half the distance), should be awarded in respect of the following vehicles:—

CLASS A.

- No. A25. Mrs. Bazalgette's Benz Ideal.

CLASS B.

- No. A24. Mr Robert Phillips' Mors Voiturette.

CLASS C.

- No. A 2. Mr. Frank H. Butler's 6 h.-p. Panhard.
- No. A 3. Mr. T. B. Browne's 6 h.-p. Panhard.
- No. A21. Mr. Ernest Pitman's 6 h.-p. Daimler.
- No. A26. Mr. C. K. Gregson's 6 h.-p. Daimler.
- No. A30. Mr. J. D. Siddeley's 6 h.-p. Daimler.
- No. A31. Mr. Wm. Exe's 6 h.-p. Daimler.

CLASS D.

- No. A22. Mr. J. A. Holder's 12 h.-p. Daimler.
- No. A28. Mr. E. M. Iliffe's Enfield Quadricycle.

Bronze Medals for vehicles which successfully accomplished the Trial, and in respect of which neither a gold or silver medal has been awarded, should be given in respect of the following vehicles:—

CLASS C.

- No. A 7. Mr. Alfred Harmsworth's 6 h.-p. Daimler, driven throughout by Mr. H. R. Langrishe.
- No. A10. Mr. Edward Kennard's 8 h.-p. Napier, driven throughout by Mr. S. F. Edge.
- No. A12. Mr. H. Edmund's 6 h.-p. Daimler.

CLASS D.

- No. A11. The Hon. John Scott Montagu's 12 h.-p. Daimler.

The Judges' Committee have decided that the following are the 1st and 2nd in order of merit of their classes in Section II.

CLASS A (vehicles declared at a selling price of £200 or less).
No award.

CLASS B (vehicles declared at a selling price of more than £200, and not more than £300).
1st No. A24. Mr. Robert Phillip's Mors Voiturette.

CLASS C (vehicles declared at a selling price of more than £300, but not more than £500).

1st No. A10. Mr. Kennard's 8 h.-p. Napier.
2nd { No. A30. Mr. Siddeley's 6 h.-p. Daimler.
 { No. A3. Mr. T. B. Browne's 6 h.-p. Panhard.

Mr. W. Exe's car (No. A31) was withdrawn from competition for a place.

CLASS D (vehicles declared at a selling price of more than £500).

1st. No. A17. The Hon. C. S. Rolls' 12 h.-p. Panhard.
2nd. No. A22. Mr. Holder's 12 h.-p. Daimler.

CLASS E (a) (motor cycles carrying one person only).

1st. No award.
2nd. No. A20. Mr. Ashby's Empress Motor Tricycle.

CLASS E (b) (motor cycles carrying two persons).

1st. No. A28. Mr. Iliffe's Enfield Quadricycle.
2nd. No award.

SECTIONS I AND II.

Medals of the Automobile Club de France.

The Judges' Committee recommend that the medals given by the Automobile Club de France be awarded for the three vehicles which in their opinion are, irrespective of section or class, the 2nd, 3rd, and 4th in merit, viz :—

- (1) Silver-Gilt Medal—Mr. Kennard's 8 h.-p. Napier (No. A10).
- (2) Silver Medal—Wolseley Voiturette (No. 40).
- (3) Bronze Medal—New Orleans Voiturette (No. 27).

SECTION II.

Mr. Owers' Cup.

The Judges award the Silver Cup, presented by Mr. Ernest Owers, for the best vehicle in Section II. to the Hon. C. S. Rolls' 12 h.-p. Panhard.

ANALYSIS OF PERFORMANCES

OF THE

VEHICLES ENTERED FOR THE TRIAL.

A. The following Vehicles completed the entire Trial, having maintained a speed of not less than the Legal Limit (*i.e.*, 12 miles per hour in England, and 10 miles per hour in Scotland) throughout, viz. :—

SECTION I.	CLASS A.	No. 16.	GLADIATOR VOITURETTE.
"	"	B. No. 15.	DE DION VOITURETTE.
"	"	" No. 40.	WOLSELEY VOITURETTE.
"	"	C. No. 9.	MOTOR MANUFACTURING CO.'S IVEAGH PHAETON.
"	"	" No. 35.	6 h.-p. DAIMLER.
"	"	E(b) No. 3.	ARIEL QUADRICYCLE.
"	"	" No. 4.	ARIEL TRICYCLE, WITH WHIPPET TRAILER.
SECTION II.	CLASS C.	No. A. 3.	6 h.-p. PANHARD (Mr. T. B. BROWN).
"	"	" No. A. 10.	8 h.-p. NAPIER (Mr. E. KENNARD).
"	"	D. No. A. 11.	12 h.-p. DAIMLER (HON. J. S. MONTAGU, M.P.).
"	"	" No. A. 17.	12 h.-p. PANHARD (HON. C. S. ROLLS).
"	"	" No. A. 22.	12 h.-p. DAIMLER (Mr. J. A. HOLDER).

B. The following completed the entire Trial, having maintained an average speed up to the Legal Limit, except on the undermentioned stages, respectively, viz. :—

[N.B.—The numbers of the stages correspond with the numbered stages in Table A.]

SECTION I. CLASS A.

No. 1.	BENZ IDEAL	...	—	2nd stage, 9½ m.p.h.	6th stage, 11½ m.p.h.	8th stage, 11 m.p.h.
No. 2.	BENZ IDEAL	...	...	10th stage, 11½ m.p.h.	13th stage, 11½ m.p.h.	
No. 27.	NEW ORLEANS VOITURETTE	...	...	4th stage, 11½ m.p.h.	8th stage, 11 m.p.h.	9th stage, 11 m.p.h. 10th stage, 10 m.p.h.
No. 34.	DÉCAUVILLE	...	...	4th stage 11 m.p.h.		
No. 41.	INTERNATIONAL VICTORIA	...	...	4th stage, 10 m.p.h.	8th stage, 11 m.p.h.	9th stage, 11 m.p.h. 10th stage, 9½ m.p.h.
No. 44.	INTERNATIONAL VICTORIA	...	...	9th stage, 11 m.p.h.	10th stage, 10½ m.p.h.	

SECTION I. CLASS B.

No. 49.	MARSHALL CARRIAGE	1st stage, 7½ m.p.h.	2nd stage, 9½ m.p.h.	3rd stage, 11 m.p.h.	4th stage, 11 m.p.h.	8th stage, 11 m.p.h.	9th stage, 11½ m.p.h.	10th stage, 5½ m.p.h.
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SECTION I. CLASS C.

No. 8.	MOTOR MANUFNG. Co.'s 6 h.-p. PHAETON	2nd stage, 11 m.p.h.	3rd stage, 10 m.p.h.	4th stage, 10 m.p.h.	8th stage, 11 m.p.h.	10th stage, 10 m.p.h.
No. 26.	8 h.-p. PEUGEOT	...	...	2nd stage, 9 m.p.h.				
No. 36.	6 h.-p. DAIMLER	...	...	4th stage, 10 m.p.h.	8th stage, 11½ m.p.h.			

SECTION I. CLASS C—continued.

No. 37. DAIMLER PARISIAN ...	8th stage, 10 m.p.h.		
No. 46. RICHARD CAR ...	4th stage, 6½ m.p.h.	9th stage, 10 m.p.h.	10th stage, 9½ m.p.h.
No. 47. RICHARD CAR ...	4th stage, 11½ m.p.h.		

SECTION II. CLASS A.

No. A25. BENZ IDEAL (Mrs. Bazalgette)	1st stage, 11½ m.p.h.	2nd stage, 7½ m.p.h.	3rd stage, 10½ m.p.h.	4th stage, 10½ m.p.h.	6th stage, 8 m.p.h.	8th stage, 8½ m.p.h.	9th stage, 8½ m.p.h.	10th stage, 9 m.p.h.
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SECTION III. CLASS B.

No. A24. MORS VOITURETTE (Mr. Phillips)	10th stage, 11½ m.p.h.
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SECTION II. CLASS C.

No. A2. 6 h.-p. PANHARD (Mr. Butler)	4th stage, 11 m.p.h.	8th stage, 11 m.p.h.	10th stage, 11 m.p.h.					
No. A7. 6 h.-p. DAIMLER (Mr. A. Harmsworth)	11th stage, 5 m.p.h.							
No. A12. 6 h.-p. DAIMLER (Mr. H. Edmunds)	2nd stage, 11½ m.p.h.	3rd stage, 11½ m.p.h.	6th stage, 5 m.p.h.	7th stage, 9½ m.p.h.	8th stage, 10 m.p.h.	9th stage, 10 m.p.h.	10th stage, 9½ m.p.h.	
No. A21. 6 h.-p. DAIMLER (Mr. E. Pitman)	11th stage, 9½ m.p.h.							
No. A26. 6 h.-p. DAIMLER (Mr. C. K. Gregson)	8th stage, 11 m.p.h.	10th stage, 10 m.p.h.						
No. A37. 6 h.-p. DAIMLER (Mr. J. D. Siddeley)	6th stage, 8½ m.p.h.							
No. A31. 6 h.-p. DAIMLER (Mr. W. Exc)	9th stage, 9½ m.p.h.							

SECTION II. CLASS (E).

No. A28. ENFIELD QUADRI- CYCLE (Mr. E. M. Iliffe)	4th stage, 11½ m.p.h.	8th stage, 11 m.p.h.	9th stage, 11 m.p.h.	10th stage, 11½ m.p.h.
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C. The drivers of the undermentioned vehicles have failed to supply the Official Records for the following stages, viz. :—

[N.B.—The number of the stages correspond with the numbered stages in Table A.]

SECTION I. CLASS A.

- No. 33. **DÉCAUVILLE.** No records concerning 5 stages, viz. :—1st, 3rd, 8th, 9th, and 13th.
On 3 of the remaining stages, the average speed was below the legal limit, viz. :—2nd, 11 m.p.h. ; 4th, 10 m.p.h. ; 10th, 9½ m.p.h.
- No. 5. **LOCOMOBILE STEAM CARRIAGE.** No official records concerning 1 stage, viz. :—10th stage.
On 5 of the remaining stages, the average speed was below the legal limit, viz. :—1st, 11½ m.p.h. ; 2nd, 9 m.p.h. ; 3rd, 9 m.p.h. ; 8th, 9½ m.p.h. ; 13th, 11½ m.p.h.
- No. 51. **STAR VOITURETTE.** No official records concerning 1 stage, viz. :—5th stage.
On 1 of the remaining stages, the average speed was below the legal limit, viz. :—6th, 11 m.p.h.
Broke swivel of axle, and consequently spring, two spokes, and two lower frame tubes, between Preston and Lancaster.

SECTION I. CLASS B.

- No. 14. **DE DION VOITURETTE.** No records concerning 2 stages, viz. :—4th and 8th.
On 1 of the remaining stages the average speed was below the legal limit, viz. :—13th, 11½ m.p.h.
Broke axle between Matlock and Buxton.
- No. 31. **MOTOR CAR COMPANY'S TRIUMPH.** No official records concerning 1 stage, viz. :—the 5th stage, but average speed stated by makers to be 6 m.p.h.
On 1 of the remaining stages the average speed was below the legal limit, viz. :—10th, 11 m.p.h.
- No. 24. **MARSHALL CARRIAGE.** No records concerning 3 stages, viz. :—3rd, 4th, and 13th.
On 9 of the remaining stages the average speed was below the legal limit, viz. :—1st, 7½ m.p.h. ; 2nd, 9 m.p.h. ; 5th, 11½ m.p.h. ; 6th, 10½ m.p.h. ; 7th, 9½ m.p.h. ; 8th, 9 m.p.h. ; 9th, 9 m.p.h. ; 10th, 5½ m.p.h. ; 11th, 8½ m.p.h.

SECTION I. CLASS B.—*continued*.

- No. 32. **MOTOR CAR COMPANY'S TRIUMPH.** No records concerning 8th stage.
On 6 of the remaining stages the average speed was below the legal limit, viz.:—4th, 10 m.p.h.; 5th, $9\frac{1}{2}$ m.p.h.; 7th, 9 m.p.h.; 9th, 11 m.p.h.; 10th, $8\frac{1}{2}$ m.p.h.; 11th, $11\frac{1}{2}$ m.p.h.

SECTION I. CLASS D.

- No. 22. **LANCHESTER CARRIAGE.** No official records concerning 2 stages, viz.:—10th and 13th.

SECTION I. CLASS E(b).

- No. 39. **CENTURY TANDEM.** No records concerning stage, viz.:—the 1st.
On one of the remaining stages the average speed was below the legal limit, viz.:—10th, 11 m.p.h.

SECTION I. CLASS F.

- No. 38. **DAIMLER PUBLIC SERVICE VEHICLE.** No records concerning 2 stages, viz.:—7th and 8th.
On 8 of the remaining stages the average speed was below the legal limit, viz.:—1st, 9 m.p.h.; 2nd, $5\frac{1}{2}$ m.p.h.; 3rd, 7 m.p.h.; 4th, $6\frac{1}{2}$ m.p.h.; 6th, $8\frac{1}{2}$ m.p.h.; 9th, 11 m.p.h.; 10th, 8 m.p.h.; 13th, 8 m.p.h.

SECTION II. CLASS C.

- No. A23. $6\frac{1}{4}$ h.-p. **MOTOR MANUFACTURING COMPANY'S PHAETON** (Mr. Cordingley).
No records concerning 6 stages, viz.:—1st, 5th, 6th, 8th, 10th, and 13th.
On 1 of the remaining stages the average speed was below the legal limit, viz.:—2nd, $6\frac{1}{2}$ m.p.h.
No. A29. 7 h.-p. **PEUGEOT** (Mr. Mark Mayhew). No records concerning 3 stages, viz.:—3rd, 11th, 12th.
No. A20. **EMPRESS TRICYCLE** (Mr. H. Ashby). No records concerning 1, viz.:—the 4th stage.

D. The following completed only a portion of the Trial, viz:—

SECTION I. CLASS A.

- No. 19. **ORIENT EXPRESS.** Broke piston-rod near Manchester. Sunday, the 29th April, was occupied in repair. On Tuesday, the 1st May, the counter-shaft broke on the journey from Kendal to Carlisle. It is said that between Carlisle and Edinburgh the car ran into a ditch, sustaining serious damage. It was withdrawn near Edinburgh. Averages were up to the legal limit for the three days for which records are complete.
No. 29. **EUREKA CAR.** In difficulties several times; disappeared after Kendal. Did not follow official route between Carlisle and Newcastle, for which part of journey it has no records. Has records for only 5 stages out of 13, viz.:—2nd, 8 m.p.h.; 5th, 12 m.p.h.; 6th, $11\frac{1}{2}$ m.p.h.; 11th, $9\frac{1}{2}$ m.p.h.; 12th, 12 m.p.h.
No. 30. **EUREKA CAR.** Obtained a record for the 2nd stage only, viz.:—7 m.p.h.
No. 52. **ROOTS & VENABLES.** A swivel axle arm was broken at Bolton, and driver sent car by train to London. Has records for 3 stages only, two of which were up to the legal limit and remaining one $10\frac{1}{2}$ m.p.h.

SECTION I. CLASS B.

- No. 11. **M. M. Co.'s PRINCESS CAR.** This car joined the trial on the *last stage only*.
No. 53. **WOLSELEY CARRIAGE.** Ran over a few of the early stages of trials, but obtained no records.

SECTION I. CLASS C.

- No. 45. **S.S. CARRIAGE.** Broke front axle by running into a wall, before Manchester. Has records for 3 stages only, two of which were up to legal limit, and remaining one, viz.:—3rd stage, $8\frac{1}{2}$ m.p.h.
No. 23. **BROWN WHITNEY STEAM CAR.** There were several mechanical defects which required remedy, the consequence being that there are, concerning this car, records for only 6 out of 13 stages, two of which were up to the legal limit, the remaining 4 being as follows respectively, viz.:—1st stage, 11 m.p.h.; 2nd stage, $6\frac{1}{2}$ m.p.h.; 4th stage, 10 m.p.h.; 11th stage, 8 m.p.h.

SECTION I. CLASS D.

- No. 17. **8 h.-p. NAPIER, fitted to PANHARD CARRIAGE.** Retired before arriving at Bristol through failure of gear.
- No. 21. **LANCHESTER CARRIAGE.** Ran over a portion of two of the earlier stages, but was then withdrawn.

SECTION II. CLASS D.

- No. A4. **8 h.-p. PANHARD** (Mr. Mark Mayhew). No records concerning 4 stages, viz. :— 1st, 6th, 7th and 8th.
On 1 of the remaining stages the average speed was below the legal limit, viz. :—4th, 11 m.p.h.

SECTION II. CLASS E(a).

- No. A16. **ARIEL TRICYCLE** (Mr. A. J. Wilson). No records concerning 7 stages, viz. :—7th, 8th, 9th, 10th, 11th, 12th, and 13th.

E. The following vehicles were withdrawn from competition for the reasons stated below, viz. :—**SECTION I. CLASS A.**

- No. 28. **NEW ORLEANS CAR.** This vehicle completed the Trial, but was withdrawn by the owners at the Crystal Palace. There are no records of this car on 5 stages, viz. :—3rd, 6th, 7th, 8th and 9th, and of the remainder 3 were below the legal limit, viz. :—4th stage, 7½ m.p.h. ; 5th, 6 m.p.h. ; 10th, 7½ m.p.h. ; 13th, 11½ m.p.h.

SECTION I. CLASS A.

- No. 42. **LONDON MOTOR VAN & WAGON CO.'S 3½ h.-p. VOITURETTE.** On the first stage the crank shaft broke off close to the fly-wheel. Crank shaft was repaired, but the vehicle did not continue to run in the Trial on account of what appears to have been some misunderstanding as to the rule as to partial records.

SECTION I. CLASS C.

- No. 43. **LONDON MOTOR VAN & WAGON CO.'S PHAETON.** This car ran well on the first stage, but was withdrawn at Bristol owing to withdrawal of No. 42, Section I, Class A.

SECTION I. CLASS E (a).

- No. 12. **MOTOR MANUFACTURING CO.'S TRICYCLE.** New frame and wheels were substituted at Manchester, and a new motor was fitted to frame at Nottingham. This tricycle has since been withdrawn from Competition by the makers.
- No. 20. **SIMMS' MOTOR WHEEL.** Capsized on tram lines both at Bath and Bristol, and was withdrawn from Competition at Gretna Green.

SECTION II. CLASS D.

- No. A 19. **12 h.-p. DAIMLER** (Mr. J. Hargreaves). Ran through the greater portion of the Trial, but the owner does not wish to claim any records.
- No. A 27. **12 h.-p. DAIMLER** (Mr. J. Hargreaves). Ran throughout, but the owner does not wish to claim any records.

F. The following were entered but did not run at all, viz. :—**SECTION I. CLASS A.**

- No. 18. **ENDURANCE CAR.**
- No. 48. **HUMBER VOITURETTE.**

SECTION I. CLASS B.

- No. 10. **MOTOR MANUFACTURING CO.'S PRINCESS CAR.**
- No. 13. **ARIEL PANHARD VOITURETTE.**

SECTION I. CLASS C.

- No. 25. **DECHAMPS CAR.**

SECTION I. CLASS D.

No. 7. **MOTOR MANUFACTURING CO'S 12 h.-p. PHAETON.**

SECTION I. CLASS E (a).

No. 50. **RENAUX TRICYCLE.**

SECTION I. CLASS F.

No. 6. **MOTOR MANUFACTURING CO'S BALMORAL CHAR-A-BANC.**

SECTION II. CLASS B.

No. A18. **6 h.-p. LIGHT DAIMLER** (Mr. Copland).

SECTION II. CLASS C.

No. A5. **STEAM CAR** (Mr. Cyril Gooch).

No. A9. **8 h.-p. NAPIER** (Mr. Harvey Du Cross).

No. A13. **6 h.-p. DAIMLER** (Mr. E. Escourt).

No. A15. **5 h.-p. PHAETON** (Mr. R. M. Wilson).

SECTION II. CLASS D.

No. A 1. **12 h.-p. PANHARD** (M. J. E. Hutton).

No. A 8. **12 h.-p. PANHARD** (Mr. A. Harmsworth).

SECTION III. CLASS A.**CLIPPER TYRES—**

A set of Clipper Pneumatic Tyres were entered for Trial, by the Clipper Pneumatic Tyre Co., Ltd., of Aston Cross, Birmingham, and were fitted to Car No. 37. The Club Observers who travelled on the Car with a view to reporting on the tyres, state, as follows:—

1st Week. London to Manchester.

"The tyres worked well up to Macclesfield, where a leak was found to have occurred in the right-hand rear wheel tyre. The tyre was used for the distance from Macclesfield to Manchester in a deflated condition. On removal at Manchester Exhibition, the cause of the trouble was found to be due to the inner tube having given away, but whether this was caused by a puncture, or by the very severe treatment the tyre received coming down hill into Macclesfield, I cannot say. The road for about half-a-mile short of Macclesfield was the worst surface I have ever travelled on. No damage to the outer cover was caused by driving on a deflated tyre, though the speed was high."

2nd Week. Manchester to Newcastle-on-Tyne.

"During this week the tyres on No. 37, (**Parisian Daimler**) ran from Manchester to Kendal, also up Shap on Monday, April 30th; nothing to note. Tuesday, May 1st, Kendal to Carlisle, some steep descents and very sharp corners, which were taken at a good speed. A large nail found in near hind tyre. Wednesday, May 2nd, Carlisle to Edinburgh, a fast run, descents and corners taken at fast speed. Rent made previous to this week in near hind tyre, gaped badly. Before leaving Edinburgh, the rent in near hind tyre was stuffed with waste and bound with india-rubber; this did not hold. Friday, May 4th, Edinburgh to Newcastle, roads very bad, in some places under stones; at Haddington a piece of leather was laced over the rent referred to above, this leather was worn through before the arrival at Alnwick, and another was put on at Alnwick which was worn through before Newcastle. Between Belford and Newcastle the following punctures were made:—two in the near front wheel, one in the near hind wheel, and the valve went wrong in the near hind wheel."

3rd Week. Newcastle-on-Tyne to London.

"On inspecting the tyres at Newcastle, I found that the outer cover of the near side driving wheel had been split, and the inner tube punctured; the latter had been repaired, and the outer tube had been reinforced by having a leather strip bound round it and embracing the felloes of the wheel. The vehicle made the journey to Leeds thus without incident. On arriving at Harrogate, on the morning of the 9th inst., it was found that the leather strip was partially worn away, exposing the torn part of the outer cover. It was therefore decided, as a matter of precaution, to replace this outer cover by a spare one, which was done by two men during the breakfast stop, in the space of 45 minutes, and the journey was continued, leaving the Harrogate control up to time. No further trouble whatever was experienced with the tyres; there were no punctures, and so far as I am aware the tyres were not pumped up during that time. The car was run throughout the week at a high rate of speed at all times, and on the run from Nottingham to London, a number of loose stones were met with, chiefly granite, but including one bad patch of flints."

4. WHITEHALL COURT, LONDON, S.W.

5th July, 1900.

1,000-Miles Trial.

Average Speed in miles per hour of the Vehicles in the various stages of the Route between—

Official Number.	NAME.	London and Bristol . . 118½ miles.	Bristol and Cheltenham } 43 miles.	Cheltenham and Birmingham } 49½ miles.	Birmingham and Manchester } 101½ miles.	HILL—Taddington . . 2½ miles.	Manchester and Kendal } 73½ miles.	HILL—Sheep Fell } (a) 7½ miles. (b) 1½ miles.	Kendal and Carlisle . . 61½ miles.	HILL—Dunmail Raise } 1½ miles.	Carlisle and Edinburgh } 100 miles.	HILL—Birkhill . . 2 miles.	Edinburgh and Newcastle-on-Tyne } 121½ miles.	Newcastle-on-Tyne and Leeds } 103 miles.	Leeds and Sheffield } 74 miles.	Sheffield and Lincoln } 46½ miles.	Lincoln and Nottingham } 55½ miles.	Nottingham and London } 122½ miles.
	<i>The following Vehicles were entered under the Various Classes.</i>	1	2	3	4	5			6		7		8	9	10	11	12	13
	SECTION I. (Cars entered by Manufacturer or Agent.)																	
Class A.	Cars declared at a selling price of £200 or less.																	
1	Benz Ideal	12	9½	12	12	5.39	12	.....	11½	5.01	10	6.0	11	12	12	12	12	12
2	Benz Ideal	12	12	12	12	7.18	12	11.5	4.8	12	6.64	10	6.6	12	12	11½	12	11½
5	Locomobile Steam Carriage...	11½	9	9	12	9.76	12	6	6.64	12	9.79	10	10.9	9½	12	1	12	11½
16	Gladiator Voiturette	12	12	12	12	8.17	12	.....	12	7.67	10	7.5	12	12	12	12	12	12
18	Endurance Car ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
19	Orient Express	12	12	12	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
27	New Orleans Car	12	12	12	11½	6.30	12	4.42	12	6.22	10	7.7	11	11	10	12	12	12
28	New Orleans Car	12	12	.....	7½	6.05	6	.....	.....	4.74	.....	.....	.....	.....	7½	12	12	11½
29	Eureka Car ... ..	.....	8	.....	.....	.....	12	.....	11½	5.4	.....	.....	.....	.....	.....	9½	12	.....
30	Eureka Car ... ..	.....	7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
33	Décauville ... ..	.....	11	.....	10	6.70	12	.....	12	5.13	10	.....	.....	.....	9½	12	12	.....
34	Décauville	12	12	12	11	6.30	12	.....	12	6.84	10	8.6	12	12	12	12	12	12
42	3½ h.-p. Voiturette ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
41	International Victoria	12	12	12	10	5.29	12	.....	12	5.55	10	.....	11	11	9½	12	12	12
44	International Victoria	12	12	12	12	6.17	12	.....	12	6.04	10	4.1	12	11	10½	12	12	12
48	Humber Voiturette ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
51	Star Voiturette	12	12	12	12	9.15	1	.....	11	.....	10	8.	12	12	12	12	12	12
52	Roots and Venables	12	12	.....	10½	5.80	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
Class B.	Cars declared at a selling price of more than £200, and not more than £300.																	
10	M. M. Co's Princess Car ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
11	M. M. Co's Princess Car ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
13	Ariel Panhard Voiturette ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
14	De Dion Voiturette	12	12	12	.....	.....	12	13.5	7.24	12	9.79	10	10.9	.....	12	12	12	11½
15	De Dion Voiturette	12	12	12	12	10.08	12	14.5	7.58	12	.....	10	8.2	12	12	12	12	12
24	Marshall Carriage	7½	9	.....	.....	.....	11½	11.5	4.42	10½	9½	.....	9	9	5½	8½	12	.....
31	M.C.C. Triumph	12	12	12	12	9.45	.....	.....	12	9.33	10	9.6	12	12	11	12	12	12
32	M.C.C. Triumph	12	12	12	10	7.56	9½	.....	12	7.33	9	.....	11	8½	11½	12	12	12
40	Wolseley Voiturette	12	12	12	12	10.08	12	13.0	6.37	12	7.9	10	8.6	12	12	12	12	12
53	Wolseley Carriage ... ..	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

/ See note in Hill-Climbing Competitions, Table (B). The small figures under the hill-climbing records indicate the number of passengers.

1,000 Miles Trial.

Average Speed in miles per hour of the Vehicles in the various stages of the Route between—

Class and Number.	NAME.	London and Bristol 138½ miles.	Bristol and Cheltenham 47 miles.	Cheltenham and Birmingham 49½ miles.	Birmingham and Manchester 20½ miles.	Manchester and Tadlington 2½ miles.	Manchester and Kentish 7½ miles.	Hills— Shap Fall 64½ miles (2) 14 miles. Optional.	Kentish and Carlisle 81½ miles.	Hills— Dunmail Raise 11 miles.	Carlisle and Edinburgh 100 miles.	Hills— Birkhill 112 miles.	Edinburgh and Newcastle-on-Tyne 121½ miles.	Newcastle-on-Tyne and Leeds 103 miles.	Leeds and Sheffield 74 miles.	Sheffield and Lincoln 46½ miles.	Lincoln and Nottingham 84 miles.	Nottingham and London 122½ miles.
	<i>The following Vehicles were entered under the Various Classes.</i>	1	2	3	4		5		6	7		8	9	10	11	12	13	
	SECTION 1.—<i>contd.</i>																	
Class B. (<i>contd.</i>)	Cars declared at a selling price of more than £200, and not more than £300.																	
43	B. S. Carriage	18	18	8½					7.33									
49	Marshall Carriage	7½	9½	11	11	4.94	12	10.5	4.54	12	6.04	10	6.3	11	11½	5½	12	12
Class C.	Cars declared at a selling price of more than £300, but not more than £500.																	
2	M. M. Co's 6 h. p. Phaeton	12	11	10	10	5.29	12	10.5	5.14	12	5.86	10	6.5	11	12	10	12	12
9	M. M. Co's Trough Phaeton	12	12	12	12	5.49	12	10.5	4.42	12	5.13	10	6.3	12	12	12	12	12
21	Brown Whitney Steam Car	11	6½		10	4.56				12	7.67	10	8.9			8		
23	Déclamps Car																	
26	8 h. p. Peugeot	12	9	12	12	9.45	12			12	9.79	10	10.9	12	12	12	12	12
15	6 h. p. Daimler	12	12	12	12	6.80	12	13.5	6.37	12	7.9	10	6.8	12	12	12	12	12
36	6 h. p. Daimler	12	12	12	10	6.55	12	13.5	4.42	12	6.64	10	6.6	11½	12	12	12	12
37	Daimler Parisian	12	12	12	12	9.15	12	16		12	8.92	10	8.0	10	12	12	12	12
41	L. M. V. & Wagon Co's Phaeton, 5½ h. p.	12																
46	Richard Car	12	12	12	6½		12			12	7.67	10	7.5	12	10	9½	12	12
47	Richard Car	12	12	12	11½	6.43	12			12	5.86	10	5.0	12	12	12	12	12
Class D.	Cars declared at a selling price of more than £500.																	
7	M. M. Co's 12 h. p. Phaeton																	
17	16 h. p. Napier																	
21	Langhester Carriage																	
22	Langhester Carriage	12	12	12	12	8.62	12	11.5	4.96	12	6.84	10	7.7	12	12	1	12	5
Class E(a)	Motor Tricycles, carrying one person only.																	
12	Motor Manufacturing Co's Tricycle																	
21	Simon's Motor Wheel	12	12	12		9.45	12											
30	Renaux Tricycle																	
	Motor Tricycles, carrying two persons.																	
30	Century Tandem	12	12	12		12				12	3.1	10	10.9	12	12	11	12	12

See note in Hill-climbing Competitions, Table B). The small figures under the hill-climbing records indicate the number of passengers.

1,000-Miles Trial.

Average Speed in miles per hour of the Vehicles in the various stages of the Route between—

Official Number.	NAME.	London and Bristol . 118½ miles	Bristol and Cheltenham } 43 miles.	Cheltenham and Birmingham } 89½ miles.	Birmingham and Manchester } 101½ miles.	Hull—Tadlington. . 3½ miles.	Manchester and Kendal } 73½ miles.	Hull—Shap Fell } (e) 7½ miles. (f) 14 miles. Optional.	Kendal and Carlisle . 61½ miles.	Hull—Dunmail Raise } 14 miles.	Carlisle and Edinburgh } 100 miles.	Hull—Birkhill . . 2 miles.	Edinburgh and Newcastle-on-Tyne } 121½ miles.	Newcastle-on-Tyne and Leeds } 103 miles.	Leeds and Sheffield } 34 miles.	Sheffield and Lincoln } 46½ miles.	Lincoln and Nottingham } 33½ miles.	Nottingham and London } 128½ miles.
		1	2	3	4		5		6		7		8	9	10	11	12	13
	<i>The following Vehicles were entered under the Various Classes.</i>																	
	SECTION I.—contd.																	
Class E (b)	Motor Quadricycles, carrying two persons.																	
3	Ariel Quadricycle	12	12	12	12	15.13 $\frac{2}{3}$	12	20.5 $\frac{2}{3}$	6.12 $\frac{2}{3}$	12	11.41 $\frac{2}{3}$	10	13.3 $\frac{2}{3}$	12	12	12	12	12
4	Ariel Tricycle with Whippet attachment	12	12	12	12	14.4 $\frac{2}{3}$	12	20.5 $\frac{2}{3}$	6.64 $\frac{2}{3}$	12	8.22 $\frac{2}{3}$	10	12.6 $\frac{2}{3}$	12	12	12	12	12
Class F.	Public Service Vehicles.																	
6	M. M. Co.'s Balmoral Char-a-banc																	
38	Daimler Public Service Vehicle	9	5½	7	8½		12		8½				11	8	12	12	8	
	SECTION II.																	
	(Privately owned Vehicles.)																	
Class A.	Cars declared at a selling price of £200 or less.																	
A25	Benz Ideal (Mrs. Bazalgette)	11½	7½	10½	10½	6.70 $\frac{2}{3}$	12		8	4.66 $\frac{2}{3}$	10		8½	8½	9	12	12	12
Class B.	Cars declared at a selling price of more than £200, but not more than £300.																	
A18	6 h.-p. Light Daimler (Mr. Copland)																	
A24	Mors Voiturette (Mr. Phillips)	12	12	12	12	8.39 $\frac{2}{3}$	12		12	7.67 $\frac{2}{3}$	10	7.5 $\frac{2}{3}$	12	12	11½	12	12	12
Class C.	Cars declared at a selling price of more than £300, but not more than £500.																	
A2	6 h.-p. Panhard (Mr. Butler)	12	12	12	11	5.69 $\frac{2}{3}$	12	10.5 $\frac{2}{3}$	4.8 $\frac{2}{3}$	12	6.22 $\frac{2}{3}$	10	5.7 $\frac{2}{3}$	11	12	11	12	12
A3	6 h.-p. Panhard (Mr. T. B. Browne)	12	12	12	12	8.17 $\frac{2}{3}$	12	13 $\frac{2}{3}$	5.68 $\frac{2}{3}$	12	7.9 $\frac{2}{3}$	10	8.6 $\frac{2}{3}$	12	12	12	12	12
A5	Steam Car (Mr. Cyril Gooch)																	
A7	6 h.-p. Daimler (Mr. A. Harmsworth)	12	12	12	12		12		12	4.66 $\frac{2}{3}$	10	6.6 $\frac{2}{3}$	12	12	12	5	12	12
A9	8 h.-p. Napier (Mr. Harvey du Cros)																	
A10	8 h.-p. Napier (Mr. E. Kennard)	12	12	12	12	13.74 $\frac{2}{3}$	12	19 $\frac{2}{3}$		12	13.69 $\frac{2}{3}$	10	11.5 $\frac{2}{3}$	12	12	12	12	12
A12	6 h.-p. Daimler (Mr. H. Edmunds)	12	11½	11½	12	6.43 $\frac{2}{3}$	12		5	7.08 $\frac{2}{3}$	9½		10	11½	9½	12	12	12
A13	6 h.-p. Daimler (Mr. E. Estcourt)																	
A15	5 h.-p. Phaeton (Mr. R. M. Wilson)																	
A21	6 h.-p. Daimler (Mr. E. Pitman)	12	12	12	12		12	11 $\frac{2}{3}$	4.42 $\frac{2}{3}$	12	6.22 $\frac{2}{3}$	10	4.8 $\frac{2}{3}$	12	12	12	9½	12

f. See note in Hill-Climbing Competitions, Table (B). The small figures under the hill-climbing records indicate the number of passengers.

1,000-Miles Trial.

Average Speed in miles per hour of the Vehicles in the various stages of the Route between—

Official Number.	NAME.	London and Bristol . . 118½ miles.	Bristol and Cheltenham } 43 miles.	Cheltenham and Birmingham } 49½ miles.	Birmingham and Manchester } 101½ miles.	HULL—Taddington . . 84 miles.	Manchester and Kendal } 73½ miles.	HULL—Shap Fell } (a) 7½ miles. (b) 1½ miles. Optional.	Kendal and Carlisle . . 61½ miles.	HULL—Dunmail Raise } 1½ miles.	Carlisle and Edinburgh } 100 miles.	HULL—Birkhill . . 2 miles.	Edinburgh and Newcastle-on-Tyne } 121½ miles.	Newcastle-on-Tyne and Leeds } 103 miles.	Leeds and Sheffield } 74 miles.	Sheffield and Lincoln } 46½ miles.	Lincoln and Nottingham } 35½ miles.	Nottingham and London } 122½ miles.
	<i>The following Vehicles were entered under the Various Classes.</i>	1	2	3	4		5		6		7		8	9	10	11	12	13
	SECTION II.—contd.																	
Class C. (contd.)	Cars declared at a selling price of more than £800, but not more than £600.																	
A23	6½ h.-p. Motor Mfg. Co.'s Phaeton (Mr. C. Cordingley)	.....	6½	12	12	6.3	.....	.....	.....	.....	10	.....	12	.....	12	12	.....	.....
A26	6 h.-p. Daimler (Mr. C. K. Gregson)	12	12	12	12	5.80	12	.....	12	6.84	10	4.1	11	12	10	12	12	12
A30	6 h.-p. Daimler (Mr. J. D. Siddeley)	12	12	12	12	8.39	12	13	4.82	8½	8.92	10	7.	12	12	12	12	12
A31	6 h.-p. Daimler (Mr. W. Exe)	12	12	12	12	8.17	12	11.5	5.68	12	7.9	10	8.2	12	9½	12	12	12
Class D.	Cars declared at a selling price of more than £500.																	
A1	12 h.-p. Panhard (Mr. J. E. Hutton)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
A4	8 h.-p. Panhard (Mr. Mark Mayhew)	.....	12	12	11	10.08	12	12	5.48	.....	.....	.....	.....	.....	12	12	12	12
A8	12 h.-p. Panhard (Mr. A. Harmsworth)	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
A11	12 h.-p. Daimler (Hon. J. S. Montagu, M.P.)	12	12	12	12	11.19	12	.....	.....	12	5.26	10	10.4	12	12	12	12	12
A17	12 h.-p. Panhard (Hon. C. S. Rolls)	12	12	12	12	17.77	12	27.5	17.71	12	20.54	10	16.	12	12	12	12	12
A22	12 h.-p. Daimler (Mr. J. A. Holder)	12	12	12	12	14.40	.....	.....	7.24	12	10.27	10	10.9	12	12	12	12	12
A29	7 h.-p. Peugeot (Mr. Mark Mayhew)	12	12	.....	12	7.74	12	15.5	7.97	12	9.79	10	10.0	12	12	12	.....	12
Class E (a)	Motor Tricycles.																	
A16	Ariel Tricycle (Mr. A. J. Wilson)	12	12	12	12	18.91	12	18.5	.....	12	5.13	.....	6.8	.....	.....	.....	.....	.....
A20	Empress Motor Tricycle (Mr. H. Ashby)	12	12	12	.....	.....	12	20	15.94	7	17.06	10	.....	12	12	12	12	12
Class E (b)	Motor Quadricycles.																	
A28	Enfield Quadricycle (Mr. E. M. Iliffe)	12	12	12	11½	9.15	12	.....	.....	12	9.33	10	12.0	11	11	11½	12	12

CALCULATION OF AVERAGES.

In calculating the average speeds, no speeds in excess of the legal limits are recorded, and it is assumed that a Vehicle is capable of travelling over the controlled portions of the road at the same speed that it makes on the uncontrolled portion. For instance, if a car covers 44 miles in four hours, of which eight miles have been through control districts at 8 m.p.h., the average speed over the whole distance will be calculated as 12 m.p.h.

The averages do not include time occupied by compulsory stops for meals, but every other stop for repairs, replenishing oil, or for any other cause whatever is included in running time.

SPEED TRIALS.

By permission of the Duke of Portland, a trial of speed was allowed on one of the private roads at Welbeck, on Friday, 11th May. The times were taken over one mile of slight ascent and one mile of slight descent, and the average time occupied per mile was as follows:—

Hon. C. S. Rolls's 12 h.-p. Panhard, 1 min. 35½ sec. = 37.63 m.p.h.
 Mr. Kennard's Napier, 2 min. 1½ sec. = 29.60 m.p.h.
 Mr. Mark Mayhew's 8 h.-p. Panhard, 2 min. 1½ sec. = 29.60 m.p.h.
 Ariel Tricycle with Whippet Trailer, 2 min. 2½ sec. = 29.45 m.p.h.
 Mr. Holder's 12 h.-p. Daimler, 2 min. 17½ sec. = 26.23 m.p.h.
 Hon. John Scott Montagu's 12 h.-p. Daimler, 2 min. 18 sec. = 26.08 m.p.h.
 Century Tandem, 2 min. 29½ sec. = 24.09 m.p.h.

Gladiator Voiturette, 2 min. 35 sec. = 23.16 m.p.h.
 Mr. W. Exe's 6 h.-p. Daimler, 2 min. 36 sec. = 23.07 m.p.h.
 Wolseley Voiturette, 2 min. 37½ sec. = 22.81 m.p.h.
 De Dion Voiturette, 2 min. 44 sec. = 21.70 m.p.h.
 Mr. Browne's 6 h.-p. Panhard, 2 min. 49½ sec. = 21.27 m.p.h.
 Mr. Butler's 6 h.-p. Panhard, 2 min. 49½ sec. = 21.27 m.p.h.
 De Dion Voiturette, 3 min. 5 sec. = 19.45 m.p.h.



Cars drawn up at Whitehall after finishing

1000 Miles Trial 1900

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